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An index to the ninetieth volume of THE RAILWAY GAZETTE covering the issues from January 7 to June 24, 1949, has been prepared, and is now available free of charge on application to the publisher.

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THE RAILWAY GAZETTE

33, TOTHILL STREET, WESTMINSTER, S.W.1.

Railway Wage Claim Dispute

THE terms of reference of the Board of Conciliation set up by the Minister of Labour to go into the question of rates of pay and conditions of service in the railway industry were given in our July 15 issue. Hopes that the outcome of this move would be a resumption of discussions at an early date were very soon dashed. First, the Confederation of Shipbuilding & Engineering Unions, which represents the interests of railway shopmen, elected not to join in the talks, taking the view that existing machinery was adequate for dealing with the claim, and, second, when the terms of reference were amended by Mr. George Isaacs to meet this objection, there were strong protests from the N.U.R. Much dissatisfaction has arisen, not unnaturally, perhaps, from the appointment of Sir John Forster as Chairman of the board, since he was also Chairman of the tribunal which turned down the N.U.R. claim for a 12s. 6d. wage increase last March. A deputation from the N.U.R., headed by Mr. W. T. Potter, President, and Mr. J. B. Figgins, General Secretary, called on Mr. Isaacs on July 26 with the object of urging the Minister to revert to the original terms of reference drawn up for the board. Pending the outcome of these talks, the result of which had not been announced at the time of going to press, resolutions by ten N.U.R. branches now before the N.U.R. delegate conference in London calling for "work-to-rule" action were suspended.

* * * *

Conservative Party Transport Policy

The Conservative Party statement of policy issued last week makes three recommendations relating to transport. There should be no further nationalisation of road passenger transport, and, where possible, nationalised undertakings should be returned to their former owners. State-owned sections of the road haulage industry should be sold back to private enterprise, and freedom of commercial undertakings to operate their own vehicles under "C" licences should continue. The railways should remain nationalised, but should be re-organised into a number of regional systems, each administered by a "Board of Direction." There is a good deal to be said for the de-centralisation of the railways on a regional basis, and for the re-creation of something on the lines of the old railway boards of directors. These boards should be composed of men with business experience and close knowledge of the needs of trade and commerce within the regions they represent. It is doubtful, however, whether a return of road transport to private ownership and its operation side by side with a nationalised railway system is practical. There would have to be a good deal more control over the road industry than is implied by the terms of the Conservative Party statement if the danger of a return to the conditions which brought about the "square deal" campaign before the war were to be avoided.

* * * *

Great Northern Railway (Ireland)

It has been apparent for some time that the affairs of the Great Northern Railway (Ireland) have been approaching a crisis, and the time has now arrived when drastic steps have to be taken to ensure continuation of the operations of the railway, even in a limited way. During the first half of this year there was a deficit of £240,546, and at the end of the year it is estimated that the net deficiency will be about £237,546. Already the company has had to sell £300,000 of its investments to help to pay salaries and wages and for the purchase of essential stores and materials. Reductions in services and employment are inevitable, and 7,500 workers have been put on day-to-day employment as from September 1. The G.N.R. (I.) is in a difficult position both north and south of the border in Ireland. The Milne Report suggested in effect linking the G.N.R. (I.) in Northern Ireland with the Ulster Transport Authority, and south of the border with Coras Iompair Eireann. Last week Mr. George Howden, the G.N.R. (I.) General Manager, had talks in Ulster with the Northern Minister of Commerce, who was accompanied by Major F. A. Pope, Chairman of the Ulster Transport Authority. It seems likely that sheer economic pressure may make inevitable at least this part of the recommendations of the Milne Report.

Bakerloo Extension to Begin

At a Press conference on July 27, Lord Latham, Chairman, London Transport Executive, announced that construction of the extension of the Bakerloo Line from Elephant & Castle to Camberwell would begin next January. Working shafts will be sunk at five points. From them the tunnelling plant will be taken underground and the boring of the mile-and-a-half twin running tunnels, the station tunnels, and cross-overs, will be carried out in twelve sections. It is hoped that the tube will be ready early in 1953. Over 500 men will be employed on the work, which will entail excavation of over 150,000 tons of earth. The terminus, with three platforms, will be below ground, at Camberwell Green, with escalators and staircases to ground level. No intermediate station is envisaged. As the ground is water-bearing, all tunnelling will be done in compressed air. The cost is put at between £4,500,000 and £5,000,000, including additional rolling stock. Not only will the extension provide a valuable new service in South London, but improved reversing facilities at Camberwell will enable the frequency and the capacity of the service over the whole Bakerloo Line to be increased by 25 per cent. The extension, for which powers were obtained in 1931, was recommended for speedy completion in the Report of the London Plan Working Party (full details of which were given in our issue of July 22), which stated that plans envisaged a start on the line early in 1950.

Railway Passengers Assurance Company

A booklet of considerable interest to railwaymen has been issued by the Railway Passengers Assurance Company to celebrate its centenary. In his foreword, Lord Brand, Chairman of the company, quotes *The Railway Magazine* of March, 1899, which saw no reason why the company should not "celebrate its centenary still more triumphantly" than it was then celebrating its jubilee. About 40 years ago, the company was meeting with formidable competition from other insurance firms, and it was recognised that restriction of activities to accident insurance was liable to involve a gradual loss of business to firms which could offer every variety of insurance through one organisation. After negotiations with various companies, an agreement to amalgamate was made in 1910 with the North British & Mercantile Insurance Company, then celebrating its own centenary. The growth of the Railway Passengers since its inception is shown in the figures of premium income at various dates; in 1849-50, for example, income was £3,508, while in 1948 it was £2,777,398. This booklet, which has been compiled by Mr. F. Hayter Cox, Assistant Secretary, presents a brief outline of the history of the company since 1849, with emphasis on the early years and the development of accident insurance.

A Half-Century of Rhodesian Railways

Few Empire railways have made greater strides in 50 years than those of Rhodesia, which in May celebrated the jubilee of a vital section of the system, that between Salisbury and Umtali, as described elsewhere in this issue. The "Cape-to-Cairo" line—part of Rhodes's great Imperial vision—pushing northwards from the Cape Province through Mafeking, reached Bulawayo in 1897, giving land-locked Rhodesia its first outlet to the ocean; but completion in May, 1899, of the Salisbury-Umtali link provided a far shorter route to the sea, at Beira, in the Portuguese colony of Mozambique. In June, 1899, the present title of Rhodesia Railways was adopted, though in 1947 ownership passed from the original company to the Government of Southern Rhodesia. By 1910, the "Cape-to-Cairo" line had crossed the Victoria Falls and penetrated right to the border of the Belgian Congo, and the gap between Bulawayo and Salisbury had been filled. Recently, the line in Portuguese territory between Umtali and Beira, worked by the Rhodesia Railways for the Beira Railway Company, has been acquired by the Portuguese. Although the working arrangement continues for the present, and Beira remains the main gateway to Rhodesia, the desirability of having an "all-red" route to the sea alternative to the Cape route has increased. Such a route would be afforded by the projected railway from Broken Hill to a point on the Tanganyika Central line, which, as we have already reported, is to be sur-

veyed. Its principal value to Rhodesia would be strategic and mercantile, but, by providing a link between the highlands of Kenya and Tanganyika and the scenic glories of Rhodesia, it may encourage a two-way tourist traffic, such as now thrives between Rhodesia and the Union of South Africa.

Large Cantilever Bridge Dismantled

In 1904, what was then claimed to be the second largest cantilever bridge, was completed over the Monongahela River at Pittsburgh in Pennsylvania. With an overall length of 1,504 ft., it consisted of two 340 ft. anchor arms, two 220-ft. cantilever arms, and a central 360-ft. suspended span. It was built by Gould-controlled interests as part of the Wabash Pittsburgh Terminal venture, which proved unprofitable and was subsequently purchased by the Pittsburgh & West Virginia Railroad. Passenger traffic over it was discontinued in 1931, and the freight terminal, which it continued to serve, was burnt down in 1946. Since then the Wabash Bridge had been disused and was recently dismantled. Its members were removed in a predetermined order prescribed by the computation of the stresses in every member. A plan was also prepared for relieving stresses in the top and bottom chords, before the main span was cut in the middle. It entailed jacking devices in both chords and where the suspended span joined the cantilevers; 500-ton hydraulic jacks acted horizontally inside the end panel-points of the cantilever lower chords, and 100-ton vertical jacks were used in the top chords, working against the pins of the eye-bar system tying the suspended span to the cantilever arms.

The New Rome Terminus

The Italian State Railways have achieved a rapid recovery of their war-damaged system. Their rehabilitation is due, partly, to the work done during, and after, the war by British, Dominion, and Indian transportation units, but largely to the courage and breadth of vision of the management and engineering departments of the Italian State Railways in recent years. The latter qualities are exemplified in the new station in Rome, which is described elsewhere in this issue. Rapid growth of the city between the wars and electrification of lines centring on Rome had made a new station long overdue by the end of 1938. The somewhat grandiose pre-war design moreover not only proved extravagant for a war-stricken country, but was in many ways ill-suited to deal efficiently with traffic. In the amended plan, however, adequate regard has been paid to æsthetic principles; remains of the ancient city within the station precincts have been scrupulously preserved; demolition of dwellings in the crowded modern city has been avoided; and every consideration has been given to the comfort and convenience of the passenger. Equipped with the latest devices for handling passengers and baggage, the new terminus is representative of much recent good work by Italian engineers and architects.

Pensions from Argentine Railways

The disquiet which has been occasioned by the failure to receive pensions due to many ex-railway employees in Argentina was discussed in the House of Commons on July 20. There are between 300 and 400 persons affected in this country, and since the beginning of the year, when the Argentine Government prohibited all remittances from that country, there have been no payments. Major C. P. Mayhew, Under-Secretary of State for Foreign Affairs, was hopeful that the position would soon be much improved. He pointed out that under the original agreement for the sale of the British-owned railways there had been only oral, and not written, assurances relating to these pensions. It had not become possible to make headway on the general problem of Argentine trade restrictions, which included the payment of pensions, until the negotiations had been opened for the Trade and Payments Agreement. Nevertheless, on a number of occasions the special case of these pensioners had been brought to the notice of the Argentine Government by the British Government. Article 25 of the Trade and Payments Agreement stated that the Argentine Government would permit without

restriction, in so far as sterling exchange was available, the remittance of invisible payments, including profits, pensions, and other incomes. Moreover, the Argentine Government was making arrangements to clear off without exchange loss all pending remittances and all outstanding accounts.

* * *

North East Area Plans

Proposals for a large-scale development of the north-east area are made in a report prepared by Sir George Pepler and Mr. P. W. Macfarlane for the Ministry of Town & Country Planning. Particular attention has been paid to likely developments in the Northumberland and Durham coalfields and the creation of several new towns is recommended. Transport proposals include a railway programme involving an expenditure of £4,000,000. The report recommends the construction of a tunnel under the River Tyne at Middlesbrough and the reconstruction of Newcastle Central Station at two levels to cope with the expected increase in suburban traffic. Suburban electric trains only would use the lower underground level. The authors consider that the use of diesel traction on the coastal loop between Newcastle and Darlington via the proposed tunnel would considerably improve connections with main-line trains and would also cope with the steeper gradient of the tunnel. There are several recommendations for extending the electrified lines in the area. These include an extension of the South Tyne electrified line from South Shields to Sunderland and of the Newcastle-Carlisle main line as far as Ryton in the first instance and later to Hexham. Electrification of the line between Darlington and Saltburn also is recommended.

* * *

Retirement of Sir Alan Mount

MANY years before any great use was made of certain refinements now familiar in railway operation, such as track circuiting and power signalling, the traveller by train in the British Isles could congratulate himself on being conveyed with very little risk of harm. On two occasions, over 40 years ago, a whole year passed without a passenger losing his life in a train accident. This happy result had been achieved with the minimum of legislative control over the technical aspects of railway working, and at the end of last century only two Acts of Parliament had been passed in which the adoption of certain items of equipment was stipulated. Even then their precise design was left to the discretion of the engineers concerned, provided the functional objectives were attained. The supervision exercised over the railways under these and other Acts affecting the safety of passengers and railway servants is in the hands of the Inspecting Officers of Railways and the Railway Employment Inspectors of the Ministry of Transport. At their head for the past twenty-one years has been Sir Alan Mount, whose retirement takes place on July 31.

His predecessor, Sir John Pringle, whom he succeeded in 1929, became an Inspecting Officer in 1900 and had witnessed an exceptionally interesting and fertile period in the development of railway signalling and associated apparatus, during which many of the old and well-proved methods gradually gave place to more modern devices, especially on sections of line carrying heavy traffic. Sir John Pringle's recommendations and reports on accidents had a marked influence on this trend of events, which has continued at an even greater rate during Sir Alan Mount's term of office. All this has been accomplished without any essential change in the legislative position, and in no other country has a comparable result been attained with so small an inspecting body as is in charge of this important work in the Ministry of Transport. Sir Alan Mount relinquishes his post fully convinced that the course so long pursued in Great Britain has been justified completely by the event and that nothing of appreciable value would be gained, by the public or the railway servants, were something more elaborate to replace it.

This is not to say that there are no improvements in railway operation that Sir Alan Mount would like to see introduced. He has long wished to see some form of warning automatic train control extended generally over at least our main routes. This is now part of the Railway Executive's programme. He has also advocated, since having to deal with

the Welwyn accident of 1935, the installation of some form of control by the train over the operation of the block telegraph. This has been standardised recently as a principle to be applied generally on all our lines and it is interesting to note in his annual report for 1948 Sir Alan Mount pointed out that the unification brought about by nationalisation had assisted in the consideration of these and kindred problems and that his Department and the Executive were enabled in consequence to reach prompt decisions for improving railway operating conditions.

Among the numerous inquiries into accidents which Sir Alan Mount has had to conduct personally, some have been of special significance in connection with recommendations he has felt compelled to make, such as Kings Langley, Castle Cary, Battersea, Hilgay, Bourne End and South Croydon. The Castle Cary accident, which was particularly destructive, involved an especially long and difficult investigation, while in the case of Hilgay the whole difficult problem of the occupation crossing called for detailed treatment. The Bourne End accident led to a change in the use of colour-light signal aspects in the rear of crossover junctions.

Inquiries into accidents, important as they may be, are far from being the only activities claiming the attention of Sir Alan Mount and his colleagues, whose primary task is to prevent accidents from occurring. In this work they have to conduct numerous inspections of railway layouts and modifications thereto, and grant permission for them to be brought into use. They have also in consultation with the railway authorities to keep up to date the official requirements and recommendations governing these inspections; a revision of these requirements and recommendations has just been effected. In all this work, as well as that carried out in connection with the risks involved in railway employment, it is satisfactory to record, Sir Alan Mount wholeheartedly acknowledges the unfailing sympathetic co-operation received from railway officers and men, in continuation of a tradition often alluded to by his predecessors, and they in their turn will, we know, testify to the readiness to help them to the utmost extent that has been prominent throughout his career in the Inspectorate.

A point to which he has always devoted special attention is the reduction of accidents to employees by the application of improved methods of education, designed to increase the sense of responsibility and combat carelessness and indifference to rules framed to eliminate avoidable risks. While anxious to see the adoption of all reasonable mechanical and electrical aids to safe working, under every aspect, he has held fast to the belief that without the faithful and conscientious performance of duty, no high level of freedom from accident is attainable. His annual reports, framed in continuation of the informative ones introduced by his predecessor, and much improved by the addition of comprehensive tables, have dwelt insistently on this point. These tables have of late, it may be mentioned, been recast under the guidance of the Statistical Adviser to the Cabinet.

During the war, when the title of the Ministry was slightly amended to meet the changed conditions, although accidents had still to be dealt with, Sir Alan Mount's Department, the Railways (Maintenance) Division, had the responsibility of sanctioning and supervising the expenditure of very large sums—totalling some £100 millions—necessitated by the special burdens thrown on the railways. The work involved covered the construction of casualty evacuation and ambulance trains, for home and overseas services, both for the British and American armies, extensive A.R.P. measures on both the main and London Transport lines, a large programme of Government works of all kinds, and work carried out at the railway companies' expense under Defence Regulations; also the provision of concrete sleepers, oil-burning locomotive equipment, and the construction of rolling stock. All this formed an effective and vital contribution to the war effort, and was effected side by side with the normal statutory duties of the Inspectorate.

As recorded in our June 24 issue, Sir Alan Mount has been appointed to act, as from August 1, as Consultant to the Railway Executive on matters connected with safety measures; and to this important function he brings an exceptional knowledge of both the technical and legislative aspects of a subject which, despite the high level of freedom from accident so distinctive of British railways, still offers problems calling for a solution, as in the case of the occupation crossing,

where the altered character of road traffic and the vehicles used in it has produced conditions not thought of when such crossings were established. All who have been associated with him in his work as an Inspecting Officer will not fail to remember the circumstance with pleasure, and feel glad that his extensive knowledge and experience are to be exercised still for the benefit of railway passengers and servants.

Western Australian Government Railways

THE report for 1947-1948 of the then Commissioner of Railways, Western Australia, Mr. J. A. Ellis, who retired in January last, once more calls attention to the rise in uncontrollable expenditure combined with inadequate charges, and to the absence of a renewals fund or other financial means of maintaining the railways at a proper standard of efficiency. Uncontrollable expenditure forced on the railways since 1938, the last year of normal activity before the war, represented an annual burden of £2,736,000 in respect of basic wage increases and other payments to staff, and increased prices of stores and materials generally.

As from September 1, 1948, fares and freights were increased on a tapered basis to provide an additional 20 per cent. revenue, with the results shown below. The Commissioner had recommended that charges be increased generally by not less than 33½ per cent.; although this had not yet been put into effect, a Committee had been appointed to report on railway finances in accordance with the recommendation of the recent Royal Commission.

The following are some of the more important figures:—

	1946-47	1947-48
Mileage open	4,348	4,348
Train-mileage	6,727,963	7,266,209
Passenger-journeys	13,878,518	14,044,299
Goods ton-miles	365,778,450	415,988,184
Average staff employed	9,455	10,203
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Passenger receipts	1,069,276	1,138,834
Goods receipts	2,809,838	3,159,860
Miscellaneous	166,821	300,202
<hr/>		
Total receipts	4,045,935	4,598,896
Working expenses	4,423,801	5,570,000
Deficit	377,866	971,104
Interest charges	1,032,990	1,046,333
Deficit	1,410,856	2,017,437
<hr/>		
Operating ratio	Per cent. 109	Per cent. 121

Mixed trains have been replaced almost completely by W.A.G.R. road services, and the remaining passenger trains after acceleration have attracted additional business. Excursion traffic was an important item, and diesel-electric railcars were in much demand for hire services.

Wheat was the largest single item of freight traffic, representing 18·7 per cent. of the total ton-mileage and 11·8 per cent. of goods earnings; earnings for wheat were 1·11d. a ton-mile, as compared with an average for all traffic of 1·77d. and costs of approximately 2·99d. During the year under review much wheat and other commodities were moved by road at considerably higher rates. The report contends that the sums paid by the Government for road haulage could better have been invested in the provision and maintenance of adequate and efficient railway rolling stock.

At the end of the year, almost a third of the locomotives were out of action for repairs, and of the balance, many were being overworked; 288 out of 422 engines were over 30 years old. In spite of this, records were achieved in ton-mileage and receipts. Both in the mechanical and in the engineering departments there was a serious lack of trained manpower, but steps were being taken to engage qualified men and train others. Orders had been placed overseas for 55 locomotives, and reorganisation of the workshops was in progress, though handicapped by lack of materials.

Six diesel-electric railcar trains were nearing completion. Bus services were expanded and co-ordinated with main-line passenger services. In pursuance of the adopted policy, a number of refreshment rooms was being taken over from lessees. Regarding standardisation of railway gauge throughout Australia, survey of the main line from Fremantle to Kalgoorlie, junction with the Commonwealth Government Railways, was discontinued in December, 1947, pending an agreement between the Commonwealth and State Governments.

The Locomotive Interchange Trial Results

IN our issue of July 1 we referred, in an editorial article, to the circumstances of the important locomotive interchange trials inaugurated by the Railway Executive in 1948. These comments were based on the official report of the Locomotive Testing Committee, which had just been issued and which gave the test figures and all relevant information in detail. Further study of this document shows that it records one of the most complete and painstaking pieces of research into locomotive performance ever undertaken. It will become a classical work of reference which will be referred to by locomotive engineers in many countries for years to come. It has the monumental thoroughness of the famous Indian Pacific Locomotive Report, which may be more than accidental, as Mr. E. S. Cox, Executive Officer (Design) of the Railway Executive, has been concerned with both these compilations. In the present series of trials, he was responsible for the drawing-up of the conclusions, which we outlined in our article on July 1.

Four members of the Railway Executive's Locomotive Testing Committee co-ordinated the test results and undertook the actual compilation of the report. They were: Mr. B. Spencer (Eastern Region), who was also Chairman; Mr. C. S. Cocks (Southern Region); Mr. S. O. Ell (Western Region); and Mr. R. G. Jarvis (London Midland Region). They were assisted in various ways by Mr. F. W. Abrahams, Motive Power Superintendent, London Midland Region; Dr. H. I. Andrews, Scientific Research Department, London Midland Region; and Mr. D. R. Carling, Superintending Engineer, Locomotive Testing Station, Rugby.

The greatest care was taken to make the test runs as nearly comparable as possible. Every controllable factor was controlled; and unpredictable conditions such as weather, signal and permanent-way checks, and late running are all recorded, so that their influence can be borne in mind. As the engines concerned were not all fitted with continuous blow-down, the apparatus was put out of action on the locomotives which normally carried it. All the three dynamometer cars which were used were calibrated on uniform lines at Derby before the trials began. Coal used for lighting-up was separated from that used during actual runs; and care was taken to see that the quantity of fuel remaining in the firebox at the end of a test was about the same as at the commencement. Similarly, tenders were calibrated beforehand; and then at the end of a run the water level in the boiler was brought to the same level as at the beginning of the test.

At the beginning of the report, some extremely interesting figures are given, to convey, in the briefest way, the summarised results. They show the ratios of All coal/All work for the various engines, and are derived from the grand totals for all engines of the class throughout the whole series of tests over all applicable routes. The coal ratios are expressed in total weight (lb.) divided by work done (h.p.-hr.). Water ratios are also given to show the evaporation secured on the different locomotives; in this case the figures are: Water (total weight, lb.) divided by work done (h.p.-hr.). Results are given below.

The general plan of the report is to present, first, dimensions and other relevant data of the types of locomotives concerned, followed by folding tables, showing details of the test results, including coal and water consumption. Later pages

Region	Class	Coal consumption ratio = Coal (total wt. lb.)	Water consumption ratio = Water (total wt. lb.)
		Work done (h.p.-hr.)	Work done (h.p.-hr.)
Western ...	4-6-0 " King "	3·57	28·58
Eastern ...	4-6-2 " A4 "	3·06	24·32
London Midland	4-6-2 " Duchess "	3·12	27·08
London Midland	4-6-2 " 6P "	3·38	25·81
Southern ...	4-6-2 " Merchant Navy "	3·60	30·43
<hr/>			
Western ...	4-6-0 " Hall "	3·94	29·97
Eastern ...	4-6-0 " B1 "	3·59	27·64
London Midland	4-6-0 " 5 "	3·54	27·99
Southern ...	4-6-2 " West Country "	4·11	32·64
<hr/>			
Western ...	2-8-0 " 2800 "	3·42	26·80
Eastern ...	2-8-0 " O1 "	3·37	25·73
London Midland	2-8-0 " 8F "	3·52	27·26
—	2-8-0 " Austerity "	3·77	28·75
—	2-10-0 " Austerity "	3·52	28·05

give the performance figures over selected portions of the routes (speed, horse-power, cut-off, and regulator position) and really form summarised records of how hard the engines were working. A note on adhesion and slipping follows, which includes an interesting diagram showing partial slipping of a Southern Region "Merchant Navy" at 26.36 m.p.h. on Rattery Bank (Western Region) which is largely 1 in 90 to 1 in 95. Next the draw-bar pull characteristics are given. Typical diagrams showing the oscillations encountered with the various locomotive classes are included, and are followed by dynamometer car records illustrating the coasting tendencies of the freight engines. The violent longitudinal oscillations encountered on the "Austerity" 2-8-0s when coasting, are most remarkable, the extreme variation in draw-bar pull amounting to over 2.5 tons in the early part of an observed run on 0.8 mile of level track, when speed fell from 23.8 to 15.6 m.p.h.

The methods of working the various locomotives then are given, with some observations on their steaming abilities and their riding qualities; these are followed by a five-page appraisal of the mechanical condition of the engines, with notes on the defects which developed during the trials. Finally, there is an Appendix devoted to the additional tests carried out on the Western Region, using Welsh coal on Western Region engines, which shows that the authorities were fully alive to the fact that the Swindon locomotives were built specially for that fuel and not for the very different coal which was supplied to the "King" class engine, for example, when working between Kings Cross and Leeds.

In the current issue of our associated contemporary, *The Railway Magazine*, Mr. Cecil J. Allen has published his observations of the passenger and mixed traffic trials, made from the point of view of a passenger. An account is also given in his new book "The Locomotive Exchanges, 1870-1948."* A careful examination of some of the runs logged in his book, in the light of the test figures recorded by the committee, is, therefore, of interest.

On May 14, the "Merchant Navy" engine *Belgian Marine* put up an excellent performance between Penrith and Preston with a train of 503 tons tare (525 tons full), gaining 6 minutes (8 minutes net) over the schedule time of 86 minutes for this 72.2-mile run, which includes the ascent, from the north, of the notorious Shap incline—9½ miles in all, at gradients varying from 1 in 106 to 1 in 142. A recorded drawbar horse-power figure of 1,629 was obtained, at 49.7 m.p.h. (equivalent to 1,920 h.p. on level) which is even higher than Mr. Allen's estimate of 1,700 (assuming that he was also working on the "equivalent" figure). The cut-off was 33 per cent.; the boiler pressure 255 lb. per sq. in. and the steam-chest pressure 225 lb. per sq. in. The notes on the engine working record that a better performance seemed to be obtained when it was being worked fairly hard. The regulator was usually ¼ to ½ open on rising gradients, when the cut-off was normally 23-25 per cent., the increase to 33 per cent. being required evidently to get the heavy train up Shap. The coal burnt per mile over the whole trip (Carlisle to Crewe) averaged 50.22 lb., i.e., 0.079 lb. per ton-mile (including engine) or 3.86 lb. per drawbar horse-power-hour. The corresponding water consumption was 31.80 lb. per drawbar horse-power-hour.

Another Bulleid engine, the "West Country" class Pacific *Bude*, did brilliantly on runs between Marylebone and Manchester. Mr. Allen noted a climb up the 1 in 105 to Amersham after the earlier part of the run had been spoilt by a series of checks. The train was 360 tons (380 tons full), and speed rose from 27 to 45 m.p.h. up this gradient; while later, climbing from Great Missenden to mile-post 31½ speed only fell from 71½ to 60 m.p.h. The report shows recorded drawbar horse-powers, at various points *en route*, as varying between 1,266 and 1,574 (equivalent to 1,600 to 1,962 h.p.) with a cut-off varying between 25 and 30 per cent. Coal consumption was 4.07 lb. per d.b.h.p.-hr. over the whole run, and water consumption 31.43 lb. per d.b.h.p.-hr.

The Western Region "King" class worked under difficulties in regard to fuel when engaged on the Kings Cross and Leeds trains. There was much smoke, and it was difficult to keep the fire in good condition. The engine, nevertheless, got away well, and cleared Finsbury Park very swiftly. The load was 525 tons full (495 tons tare) yet the coal consumption, in spite

of the nature of the fuel, was only 3.43 lb. per d.b.h.p.-hr. (53.93 lb. per mile over the whole trip). Water consumption was 28.35 lb. per d.b.h.p.-hr. Recorded horsepower amounted to 1,480 (equivalent) at Wrenthorpe with regulator half-open and cut-off 35 per cent. The boiler pressure then was 240 lb. per sq. in. The report states that "the black smoke indicated that the firing rate was too high, and this condition led, on occasions, to steam being wasted at the safety valves."

However, special additional trials were held on Western Region metals, using the Welsh coal normally supplied to Western Region engines. The average coal consumption using hard Yorkshire coal was about 6½ per cent. less, in lb. per d.b.h.p.-hr. or 9.2 per cent. in lb. per train-mile. These figures make due allowance for the difference in calorific value between the two kinds of coal. With the "Hall" class the difference was far more marked, the figures being 17.7 and 19.0 per cent. respectively.

The Eastern Region "A4" class 4-6-2s gave perhaps the best figures of any of the engines concerned in regard to low coal consumption per drawbar horse-power-hour; on May 7, No. 60033 *Seagull* took a 330-ton train (345 tons full) over the mountainous route from Plymouth to Newton Abbot and thence to Paddington. In spite of a heartbreaking permanent way restriction to 15 m.p.h. at Plympton, which made it impossible to attack the 1 in 41 Hemerdon Bank in good style, *Seagull* lifted the train over the top at 18½ m.p.h. On this run coal consumption averaged 44.87 lb. per mile, or 3.19 lb. per d.b.h.p.-hr. Water consumption was 23.82 lb. per d.b.h.p.-hr. The recorded horse-power up Hemerdon Bank was 1,111 (equivalent to 1,598, with an equivalent drawbar pull of no less than 12.75 tons). Cut-off was 53 per cent. with full regulator; boiler and steam chest pressures were 245 and 235 lb. per sq. in. respectively.

Among the most memorable revelations of the locomotive interchange trials was the capability and general excellence of the "Royal Scot" class, as rebuilt with taper boiler. These 3-cylinder 4-6-0s weigh only 83 tons without their tenders, and yet showed that they could more than hold their own against the much larger Pacifics. This was particularly noticeable on the runs to and from Waterloo. On June 18, No. 46154, *The Hussar*, running from Exeter Central to Waterloo, showed a drawbar horse-power of 1,548 (1,782 equivalent) at Crewkerne with cut-off 30 per cent. and regulator ¼ open. The boiler pressure was then 242 lb. per sq. in. Other very high powers were also recorded during this run. The coal consumption was 3.46 lb. per d.b.h.p.-hr., the corresponding figure for water being 25.46 lb. Over this run the coal used averaged 50.65 lb. per mile, with a load of 482 tons (515 tons full). On the same route the "Duchess" class with the same load on June 25, showed figures of 3.00 and 25.87 lb. per d.b.h.p.-hr. for coal and water respectively; the equivalent power recorded for Chard-Crewkerne was 1,600, the cut-off being 25 per cent. and regulator first valve being full open. The boiler pressure then was 230 lb. per sq. in. The "Merchant Navy" coal and water figures were 3.49 and 30.6 lb. per d.b.h.p.-hr. At Chard the recorded horse-power was 1,550 (equivalent), cut-off being 25 per cent., and boiler and steam-chest pressures being 260 and 200 lb. per sq. in. respectively.

These are but a few examples taken from this voluminous report; it is impossible to summarise the technical data recorded in it. The impression one receives on studying it, however, is not one of marked contrasts between the different classes of locomotives; but rather a suggestion of an unexpected closeness between the comparative test figures. If these tests had been instituted twenty-five years ago, much greater divergences would have been recorded. The fact is that the period of the grouping of the railways of Great Britain into four main-line companies was one of considerable progress, so that the approach to a common level of really high performance has been possible. Another inescapable impression received from the report is the suitability of the various locomotives for their respective Regions. The London Midland "Duchess" class did not do so well on other lines as might be expected, neither did that Region's "Class 5" 4-6-0; again, the Western Region "Kings," "Halls," and "28XX" classes really did best on the lines of the former G.W.R. One cannot, therefore, escape the conclusion that the different Regions could continue very well in constructing and running locomotives to meet their own requirements, without any danger whatever of stagnation.

* London: Ian Allan Limited. Price 12s. 6d.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

The Late Mr. J. A. Kay

British Railways, London Midland Region,
School of Transport, Derby. July 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—My friend Mr. Gerald Leedam's suggestion that there should be a window in Longmoor Church dedicated to the memory of J. A. Kay, is one that I heartily support. Like him, I should be privileged to subscribe to the project.

Yours faithfully,
L. MANTON
Brigadier, Principal

Junction Indication

The Old Manor,
Salisbury, Wilts. July 16

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With semaphore junction signals, the road set is indicated by the arm concerned being off; the combination gives a distinctive group.

With colour-light signals, even with indicators, this distinction is mostly lost. When a diversion to left or right is indicated, it implies at least one other route, but not how many. When the main line is set there is often no indication of a junction at all. In France, at the time of the 1914-18 war, junctions were sometimes preceded by a square white board with BIFUR (= bifurcation) in black letters. Although this indicates a junction, it does not, however, give any information about it.

One is inclined to think that a distinctive group, or some other feature, is of great assistance to a driver in dirty weather, but perhaps this is more apparent than real.

Yours faithfully,
COURTENAY BARRY

A Remarkable Journey

80, Longmead Avenue,
Bristol 7. July 17

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was much interested by Mr. A. G. Wells's letter in *The Railway Gazette* of July 15 on the "impossible journey" of Sir Edward Marshall-Hall.

A reference to *The Railway Magazine* of May, 1940, will show that the late Mr. G. A. Sekon gave a very feasible solution of the mystery of the locomotive named *Southport*. The Seven Kings-Romford widening took place in 1900, and the engine that Marshall-Hall saw was a contractor's locomotive at work on this widening.

As Mr. Sekon states, it is customary for a contractor's locomotive, when new, to bear the name of the job on which it will be engaged and retain the name afterwards. About three years previously the L.Y.R. had taken over the West Lancashire Railway and no doubt there was considerable contractor's work to be done at Southport.

Yours faithfully,
J. F. BURRELL

Northwood-Shoreham Hour-Section

20, Watery Lane,
Merton Park,
London, S.W.20. July 15

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I think that most people would perceive more direct merit in the Northwood-Shoreham hour-section (one of those in my proposed hour-section network) than you are disposed to concede in the article, "London and Home Counties Railway Planning" of your issue of June 24. Both Northwood and Shoreham are transitional points, of course, and the effective connection is from an outer suburban district centred on Northwood to the south coast between Brighton and Worthing.

People could conveniently converge on to Northwood because they could use the hourly stopping trains of the several hour-sections, which in the scheme meet at Northwood. Using these trains, passengers from Hatfield, St. Albans, and High Wycombe would arrive at Northwood in convenient time to join the hour express for the 52 min. run to Shoreham. After calling there, the hour express would continue as a local connection to Hove and Brighton. Why you say that local people would ignore such a direct service—villa to seashore in 90 min.—and prefer to jostle in the crowds at Victoria, is beyond me. However, any who agree with you will be comforted to note

that neither the 1944 Plan nor the recent Working Party Plan contains any such proposal at all.

When you say that much reconstruction would be necessary to establish anything like my proposed hour-section network, of course I agree with you, and I agree also that considerable work would be required even where an existing line provides a through track for an hour-section.

Yours faithfully,
J. F. POWNALL

The Long Island Rail Road

1, Arundel Road,
Worthing, Sussex. July 3

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Purely out of respect for your usual high standard of accuracy, I would draw your attention to a minor error in your issue of July 1.

To the best of my knowledge the Long Island Rail Road prides itself on writing railroad as two separate words in its title. Though, as I have mentioned, this is only a minor error, a check by you on this matter may succeed in raising—if possible—the esteem in which *The Railway Gazette* is held by its North American readers.

Yours faithfully,
OWEN D. HARVEY

The Last "Precursor"

356, Woodstock Road,
Oxford. July 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your issue of July 8, Mr. Bardsley's plea for the preservation of the last "Precursor" is a reasonable and gallant request. The "Precursors" of the former L.N.W.R. were handsome engines, and their performances were remarkable.

Often I had the pleasure of travelling on the footplate of this class, including trips on *Sirocco*, the engine mentioned by Mr. Bardsley as being the sole survivor. It will be of interest to your readers that a common load for these two-cylinder, four-coupled, non-superheated engines was 400 or 420 tons, which they were required to haul non-stop from London to Crewe in exactly three hours, and which they regularly achieved without loss of time.

They were also used on the Birmingham two-hour expresses, with a usual load of about twelve coaches, and handled these trains quite comfortably. Your readers might like to compare this performance with the present London-Birmingham timings using modern types of locomotives, and thus discover what improvement the passenger has gained in 30 years.

The preservation of *Sirocco* would be a constant reminder of the standard of locomotive accomplishment in those days.

Yours faithfully,
T. LOVATT WILLIAMS

Railway Standards

Ravensbourne,
Berkhamsted,
Herts. July 19

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—This question of dirty locomotives, to which Mr. R. L. Wilkins refers in his letter in your issue of July 8, is one of the many problems to which the Railway Executive should turn its serious attention, whatever difficulties there may be, and whatever other matters of great importance also demand urgent consideration. It is, of course, impossible to estimate in terms of hard cash the bad psychological effect on passengers of such deplorably low standards in this direction, yet it must be considerable.

Comparisons may be odious, but how often does one encounter a dirty omnibus? It is unfortunately undeniable that, after signs of a distinct improvement in cleanliness a year or two back, the standard has again much deteriorated. This is true even in most parts of Scotland, with one notable exception.

North of the Border, the general standard was much higher than elsewhere until quite recently, but now it applies almost equally to every Region. Most Regions seem able to do little more than keep a few of their top-link engines in a presentable state. It is even so on the Southern, as, although most of the larger express types are maintained well, when one goes down the scale, one finds the bulk of the engines as filthy as anywhere. Many obviously never have a cleaning rag put to them from the day they leave the shops until their next visit for overhaul.

There is still, however, one bright spot among all this drab

and dismal array, and that is on the old Great North of Scotland section. Here one finds almost every engine, down to the humblest tank shunting at Aberdeen Harbour, beautifully kept in a state approximating to those far-off days before the first war. Even the cleanliness of the wheels is above reproach. A visit to this somewhat remote section of British Railways is a heartening tonic to those who admire the steam locomotive, and have memories of the pride in appearance which was once regarded as its birthright.

If one section of our nationalised railways can do this, why can it not obtain elsewhere?

Yours faithfully,
H. C. CASSERLY

The Future of the Rural Branch Line

"Thurstaston."

22, Heatherfield Road,
Marsh, Huddersfield. July 5

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—There has always been a minority of people who seek their relaxation and refreshment along the quiet half-forgotten byways of life rather than the busy highways. Such people have discovered the charm of old windmills and are at present realising the appeal of the rural canals.

The day will come when they will discover (as the writer has done) the delightful simplicity and picturesque charm of little country branch lines. They will feel an affection for the antique steam locomotives which haul diminutive trains between stations lovely with roses and delphiniums. They will realise that the railway with its use of native stone and creosoted timber can integrate itself with the countryside to an amazing degree.

May the Railway Executive be aware of the potential strength and possibilities of this romantic urge, and ensure that the unification of transport does not eliminate too far the rural branch line and the country station.

Could selected examples be preserved and maintained as permanent gifts to the nation by agreement between the Railway Executive and the National Trust?

From the cultural point of view the railways need not be always apologetic for the antiquity of certain of their properties, because wise publicity could convert them into appreciated assets.

Yours faithfully,
WILLIAM B. STOCKS

Railway Fares

Eynesbury,
St. Neots. July 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—My letter in your issue of May 6 stated that the railways had been urged to reduce the standard fares of 1½d. a mile single (3d. return) to 1d. a mile (2d. return). Because, however, these words were not repeated in my next paragraph, "Curious" charges me with not indicating whether the suggested fare reduction applied to the single or return fare, or both!

In denying that the standard fares were ever reduced, he overlooks the fact that the railways were empowered to reduce (but not raise) them to any level they liked—which they actually did in the early 1930's, as stated in my letter. Although I have forgotten the precise dates, I particularly remembered the results, as I had previously been advocating the reductions.

Surely it is now high time the Rip van Winkles in the Railway Executive were awakened to the fact that the vast majority of people will not travel by their trains, when they can travel for half the fare by motor coach? Also, to the enormous waste they are incurring in running hundreds of excursions (at lower than motorcoach fares), while all their cross-country trains are running almost empty every day in the week?

Thus, if ordinary fares were reduced to 1d. a mile single and 1½d. return, the railways would soon see an enormous increase in daily travel and in passenger train receipts, and would avoid the colossal unnecessary expense of running hundreds of promiscuous excursions. A very heavy reduction would also be made in accidents on the roads (which the railways have created by retaining inflated fares), the savings attainable in the costs of which would probably far exceed the loss of £25,000,000 a year on the railways—plus savings in dollars for petrol. The nationalised railways should study national economy.

The Railway Executive therefore should take time by the

forelock by adopting this measure before the coming campaign, "Operation Piccaninny," organised by the Royal Society for the Prevention of Accidents. To assist in its success, I offer them—free, gratis, and for nothing!—the following little slogan:—

"In Sunshine, Snow, Fog or Rain,
It is SAFER and quicker to travel by TRAIN."

Yours faithfully,
E. R. B. ROBERTS

Gravesend & Rochester Canal

The Railway Club,
Fetter Lane, E.C.4. June 20

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I would suggest for consideration whether it would be worth while as a national enterprise to develop for factory sites the land abutting on the section of this canal between the existing Tidal Basin at Gravesend, and Higham, in conjunction with the restoration of this derelict piece of waterway.

At little more than the small expense of re-conditioning one set of lock gates at the exit from the Tidal Basin, and cleaning out the bed of the canal, direct communication with salt water could be re-established for vessels of up to 80 ft. length, 19 ft. width and 4½ ft. draught (subject to a headroom limit of about 16 ft.), for the benefit of some four miles of potential factory frontage.

As this is national property, any question of competition with the railway, which owns and runs parallel with the canal, should be immaterial.

Between Higham and the Medway, of course, since 1847 railway sleepers have found repose in the bed of the canal.

Yours faithfully,
KENNETH BROWN

Uniform Fare for London

44, Ivyhouse Road,
Dagenham, Essex. July 15

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—All parts of the country suffer from the malady of overloaded buses and underloaded trains caused by the vast difference in fares charged for the two means of transport. In London, the travelling habits of the public are even further distorted by the fact that fares on the tube railways are roughly the same as on buses, so that many people living in areas served both by L.T.E. and British Railways trains (e.g., Morden, Ilford, Hendon, Hounslow, etc.) travel by the cheaper tubes, even though the main-line stations and services might be more convenient.

Obviously, fares have got to be revised on a nation-wide basis, but as an experiment I would like to see one uniform fare basis introduced throughout the London Transport area; and whether one travels by bus, tram, trolleybus, coach (a minimum fare would still be necessary in the inner area to keep off short-distance passengers), L.T.E. train, or British Railways train, the fare would be the same. I would like to suggest the following as a reasonable basis for such fares: single, 1½d. a mile; monthly return, 1½d. a mile; day return, 1d. a mile.

The following table illustrates how this would work in practice in comparison with present fares.

Miles	Current standard fares (approx.)			New basis		
	L.T.E. single	British railways		Single	Day return	Monthly return
		Single (and day return)	Monthly return			
1	1½d.	2½d.	3½d.	1½d.	2d.	3d.
2	2½d.	5d.	6½d.	3d.	4d.	5d.
3	4d.	7½d.	9½d.	4½d.	6d.	8d.
4	5d.	10d.	1s. 1d.	6d.	8d.	10d.
5	6d.	1s. 0½d.	1s. 4½d.	7½d.	10d.	1s. 1d.
6	7d.	1s. 3d.	1s. 7½d.	9d.	1s. 0d.	1s. 3d.

If such a scheme were operated for a time, the Transport Commission would soon see if it were successful, both from the traffic operation and financial standpoints. Should the scheme prove successful, it could then be extended to the country as a whole.

Yours faithfully,
L. R. JONES

The Scrap Heap

"TELE-TRAIN"

The first telephone conversation in Belgium between a moving train and a Brussels office took place on July 20.

PHANTOM PASSENGER

Soon after passing Polhill Tunnel on July 24, the Southern Region 8 a.m. Victoria to Folkestone Harbour boat train was held up for a ten-minute search by railway officials. Reports had been received that a boy aged about 14 years and wearing a red pullover had first been seen riding on the roof and then on the buffers of the train. No passengers were missing, however, and after the boat train had resumed its run, other trains to Dover, Deal and Folkestone were diverted. An extensive search of the tunnel revealed nothing and an order to Folkestone to keep watch for the boy in red pullover proved equally fruitless. Later in the day the search was called off and the boy's identity will, no doubt, remain a mystery.



[Reproduced by permission of the proprietors of "Punch"]

VIKING INVASION

In connection with the invasion of the Isle of Thanet by the Viking ship *Hugin*, special preparations were made in Broadstairs for the reception of an extra 60,000 tourists and other visitors on July 28, in addition to the 30,000 already staying in the town. The 15-ton ship, which was manned by 16 Danes dressed in Viking costume, is believed to be the largest to be beached there since A.D. 449. Among those who planned to receive the Vikings at Broadstairs were: Prince George of Denmark; Dr. Fisher, Archbishop of Canterbury; Lord Hacking, Chairman, Travel Association; Sir Alexander Maxwell, Chairman, British Tourist & Holidays Board.

"CAPITALS LIMITED" BROADCAST

A 50-min. broadcast featuring the "Capitals Limited" will be given on August 3 in Children's Hour on the B.B.C. Home Service. Derek McCulloch (Uncle Mac) will relate his experiences on a journey made on July 19, when he was accompanied by the eleven-year-old film star David Page. During the journey Derek McCulloch interviewed the locomotive and train crews, the restaurant-car staff, and also a party of four American passengers, who spoke highly of the service which the train provides. He rode part of the way on the footplate, and the broadcast feature will include a description of the working of the locomotive, the method of changing engine crews *en route* by the specially-built corridor tender, and a description of the restaurant-car kitchen and

buffet car. Facilities for the recordings were provided under arrangements made by the Eastern Region.

THE VALUE OF TRAVEL

One of the greatest hardships of war, aside from its terrors and brutalities, has been the severe restriction of travel. People have indeed travelled, perhaps farther and in greater numbers than ever before, but it has been journeying from grim necessity, and with an even grimmer purpose.

Life itself has been compared to a journey, and the symbol is an apt one, showing that man's urge to move abroad is deeply rooted in his nature. If the period from birth to death is a mental journey, he seeks to repeat the figure concretely and often within the span, and so to enrich philosophy with experience. It is an urge of which he seldom tires, for it is the taste of life itself. As Tennyson says, speaking for great Ulysses, at the end of many adventures,

"I cannot rest from travel; I will drink
Life to the lees . . ."

and so does everyone, who healthily desires to drink to the lees, sip as often as he can by the way.

Travel is, of course, a wish to escape, but it is a commendable one. For men will travel, whether or not they can do it in ease and comfort. If they cannot emulate Marco Polo, with his retinue, they will be vagabonds, like Walt Whitman, and take pennies to the open road, and who can say which one has added more greatly to our literary heritage? Both saw scenes, peoples and customs strange to them, and were sufficiently stirred to set down what they saw in words which are generally provocative, and occasionally fraught with both wisdom and beauty.

If it takes spirit and imagination to start a man on his way, to make him want to travel, so does it take intellect to benefit thereby. But it is hardly possible to travel without expanding one's intellect. Reason, it has been said, is the most active human faculty, and if a man sees another performing an act whose function he cannot guess, he is almost certain to enquire into the matter. Thus he learns of the customs of others; inevitably, he compares them with those of his own people; and if the former seem to him more pleasing or more sensible than the latter, he will probably adopt them and attempt to broaden their use. Conversely, he will also try to foster in foreign lands the amenities of his own. Strawberries and pine-apples, for instance, would not have been known in the Old World, nor horses in the New, had it not been for the mighty men of that great age of travel, the 16th century.

Travel is a good thing, and wise is the man who responds to this wholesome demand of his

nature. He will, by so doing, enrich his earthly span, and by enlarging his understanding will be the better prepared for the ultimate setting forth, that journey to

"The undiscovered Country, from whose

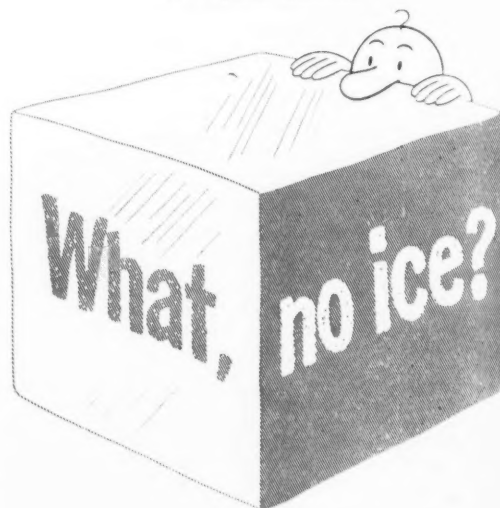
bourne,
No Traveller returns . . ."
—From "The Argonaut," San Francisco, California.

100 YEARS AGO

From THE RAILWAY TIMES, July 28, 1849

We have not yet lost our faith in railway progress. We are fully aware of the damp and dismay which have been cast over the ardour with which all the world rushed forward into the service of the cause; we duly appreciate the value of the services then rendered, and we as deeply deplore the evils which have resulted to the first adventurers from the disappointment of overwrought expectations, and from the cruel and delusive schemes by which so much wrong has been done to society;—but we desire our readers carefully to keep apart in their minds the distinction between railway projection and railway progression. It is to the latter that we constantly and hopefully look; and we feel convinced that as confidence in the management of the established lines returns—as the traffic upon them more and more develops itself under the hand of experience—the value of railways will be felt not only publicly, but locally; and that local exertions will be made to secure not only the completion of those already projected, but the commencement of new lines, the real utility of which is suggested by the wants of the community.

A Topical Question



Travel in the British Isles
today from the viewpoint
of the visiting American

PREPARED FOR

BRITISH RAILWAYS

The cover design of the booklet "What, No Ice?" compiled by British Railways for distribution in America, and referred to in our June 17 issue

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

EAST AFRICA

Construction in Tanganyika

Satisfactory progress in being made with the construction of the new railway from Mkwaya to Nachingwea in the Southern Province of Tanganyika. This line is being built to serve the groundnut area which is being developed by the Overseas Food Corporation. Railhead has now reached Nanganga, 46 miles from Mkwaya, and construction is proceeding at the rate of approximately half-a-mile a day. The first section of the line from Mkwaya to Nanganga will be opened for Overseas Food Corporation traffic this month.

Also under construction in Tanganyika is the 135-mile branch from Kaliwa, on the Central line, to the Mpanda lead mines. The first section, from Kaliwa to Ugalla River, will be opened to traffic in August.

Dar-es-Salaam Port Development

A committee which was set up under the chairmanship of Mr. A. F. Kirby, Superintendent of the Line, East African Railways & Harbours, to report on the possibilities of the development of Dar-es-Salaam into a major port, has recently issued its report. The main conclusion reached by the committee is that Dar-es-Salaam is capable of being expanded into a major port, equipped with at least 18 deep-water berths, at no greater cost than the provision of similar facilities elsewhere, provided that certain improvements are made to the entrance channel and basin. The committee has also made recommendations for improving the harbour facilities, including the deepening of the entrance channel, the provision of a tug, the appointment of additional pilots, and the installation of beacons and lights.

Traffic Results

The volume of traffic carried by the various services of the East African Railways & Harbours continues to increase. On the Kenya & Uganda section the ton-mileage of freight traffic carried in the

first four months of 1949 was 288,500,000, as compared with 236,200,000 for the same period of 1948. The number of train-miles operated during this period was 1,700,000, or an increase of nearly 250,000 over the first four months of 1948.

The number of loaded wagon-journeys on the Kenya & Uganda section rose from an average of 25,780 a month in 1948 to an average of 26,500 for the first four months of 1949, and in March the record figure was attained of 28,005. Although none of the new locomotives at present on order has yet come into service, a consistently high performance of locomotive availability and working is being achieved. During the period January to May, 1949, the average daily mileage for main-line locomotives in service was 146, as compared with 136 for 1948.

Approximate receipts from all services, including railways, harbours, road services, inland waterway services, and ancillary services, for the five months ending May, 1949, were £3,988,000. Total working expenditure, including contributions to the renewals fund, over the same period was approximately £2,945,000.

ARGENTINA

Acceleration of Goods Services

The General Mitre Railway has introduced a new fast goods service between Buenos Aires and Córdoba and between Buenos Aires and Tucumán. At present the trains each run once weekly, covering the 700 km. between Buenos Aires and Córdoba in 15 hr., as against 32 previously, and the 1,130 km. between Buenos Aires and Tucumán in 35 hr., as against 54 previously. The trains will run three times weekly as soon as the necessary arrangements can be made.

Thirtieth Anniversary of Railway Pension Fund

July 3, 1949, marked the 30th anniversary of the inauguration of the Govern-

ment pension scheme for railway employees and workmen. No figures have been published regarding the number of pensions granted, but it is understood that they considerably exceed 100,000.

Diesel-Electric Locomotive Trials

It is reported that the final trials of the first of 35 diesel-electric locomotives constructed by the General Electric Company of the U.S.A. for the General Belgrano Railway have been carried out in the presence of two mechanical inspectors of the railway who travelled to the United States to supervise the testing and loading of all 35 units.

New Buenos Aires-Rosario Express

From July 9, Independence Day, a new express of the General Mitre Railway runs daily between Presidente Perón (Buenos Aires) and Rosario, under the name of "El Rosarino." It covers the 303 km. in 4 hr. exactly, an overall speed of 76 km/h. The locomotive and coaches have been painted in two shades of green, picked out with gold bands, and the interior has been completely redecorated. The train, which replaces the previous express "El Rápido," was open to public inspection for several days before it entered service.

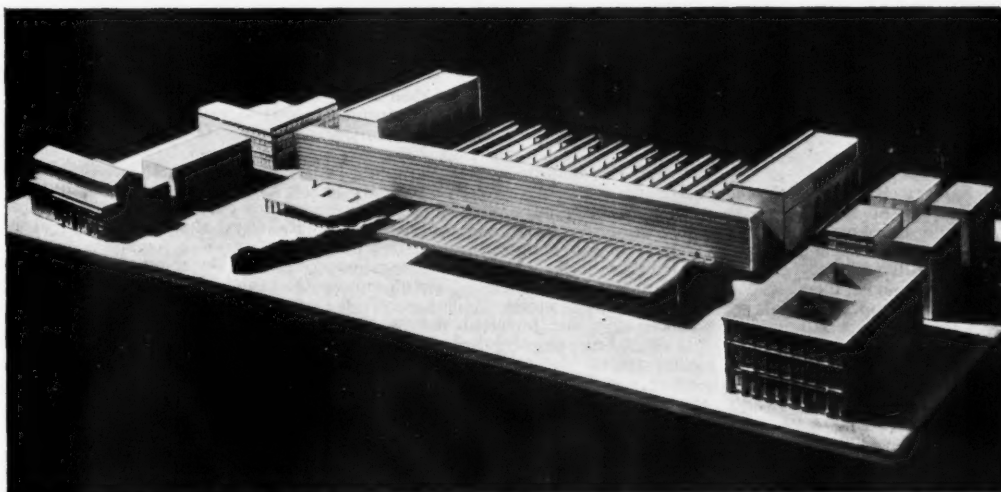
UNITED STATES

C.T.C. on the St. Louis-San Francisco

The St. Louis-San Francisco Railroad has installed centralised traffic control on the 75-mile single-line bottle-neck between Afton and Tulsa in Oklahoma. As a result, nine of the 21 intermediate passing loops have been cut out, and freight-train time over the section has been reduced by an hour or more. From 15 to 17 trains run each way daily over the section, but they are irregularly spaced, nine trains using it in the early-morning hours.

Control, with the usual illuminated track diagram, is installed at Tulsa, and at eleven of the loops—which can pass trains of from 98 to 155 cars—there are power switches operated by control, as are also the signals. As a result, instead of a freight train having to wait at least

New Passenger Station in Rome



Impression of completed frontage of new Rome Termini Station now under construction. Remains of Roman wall to left of colonnade. (See article on page 124)

5 min. in a loop for a more important train to pass, it is now possible for two trains approaching from opposite directions to cross without either of them stopping.

It is estimated that a heavy freight train saves from 8 to 10 min. when leaving a crossing place and from 4 to 5 min. when entering. In practice it has been found that an eastbound freight leaving Tulsa only 35 min. ahead of the "Firefly" passenger express has been able to keep ahead of the latter right through to Afton.

State Purchase of Long Island R.R. Recommended

The Nassau County Transit Commission considers that the creation of a New York State Authority to take over and operate the Long Island Rail Road may be necessary to ensure continued service. The commission estimates that the railway needs capital improvement of \$40,000,000, including new stock, a new terminal in Long Island City to connect with the New York City Transit system there, and replacement of steam locomotives by diesel-electrics.

In any event, the Trustee & Chief Operating Officer of the Long Island proposes that the Rockaway Beach branch should be sold to the New York City Transit System, as first mooted in 1925. Elevated portions of the line were built to allow of rapid transit operation at any time, and the necessary layout to allow of through working was put in some fifteen years ago, when the Queens Boulevard extension of the Independent Subway was constructed. The transfer of the branch to the N.Y.C.T.S. would release 89 Long Island cars for use on other heavily-taxed lines and relieve congestion in the East River tunnels.

Large Diesel Orders

The Chesapeake & Ohio has ordered 146 diesel-electric locomotive units for shunting and transfer work, and the Southern Pacific 67 diesel-electric goods and shunting locomotives, comprising 151 units, and an additional 2,250-h.p. diesel-

electric passenger unit, costing a total of more than \$23,000,000.

FRANCE

"Morocco Express" Resumed

The operation of the "Morocco Express" between Paris and Casablanca, discontinued during the winter, was resumed on June 27 on a weekly basis as against the twice-a-week service in 1948. There are six departures from Casablanca for Paris until August 1, and six departures from Paris Austerlitz for Casablanca from September 2 to October 7. The train carries only first and second class coaches and is not available for passengers between intermediate stations. The route is via Hendaye, Madrid, Algeciras, and Tangier, with a boat link between the two last-named places and, of course, break of gauge at the Franco-Spanish border. The train was first operated in June, 1948, in accordance with an agreement with Spain. It then took 62½ hrs. to cover the whole distance in the southbound direction, and 70 hr. 10 min. northbound.

BELGIUM

First Electric Locomotive

The first standard-gauge electric locomotive to be built in Belgium was completed recently. It is a mixed-traffic locomotive, type B-B-101, the first of a batch of 23 ordered by the National Railways from Belgian firms, and intended for use on the lines now being converted to electric traction. The locomotives are designed to haul passenger trains of 300 tonnes at 62½ m.p.h., or goods trains of 1,500 tonnes (75 20-tonne wagons) at 37½ m.p.h. (60 km.).

GERMANY

Goods Wagons for Italy

Three thousand of the 4,650 goods wagons for the Reichsbahn, ordered with the consent of the Western Allies from the

Italian wagon-building industry in autumn, 1948, were delivered before the end of June last. The order, valued at \$12,000,000, was mentioned in *The Railway Gazette* for October 22, 1948.

It has been stated that these wagons (the first ever produced by Italy for Germany) are entirely to the standard expected by the Reichsbahn. The first batches delivered are reported to have met with trouble because of defective brake equipment, which caused a number of wagons to become blocked *en route* from Italy to Germany, but it has been pointed out that the brake riggings had been supplied by non-Italian makers, to be fitted in Italy. At the time the order was placed it was stated that the brake equipment of all the wagons would be supplied by the German industry.

ROUMANIA

Reorganisation of Railway Administration

The State Railways, until recently an autonomous State undertaking with a commercialised administration, have been administratively attached to the Ministry of Transport, forming a separate department of that Ministry, known as "Departamentul Cailor Ferate Romane" (Department of the Roumanian Railways). The department is headed by an assistant to the Minister of Transport. A special section, which is given the name of "Oficiul Relatiilor Internationale" (Office for International Traffic), handles traffic problems between Roumania and other countries.

Locomotives and Goods Wagons for the Soviet Union

Within the framework of the trade agreement recently concluded between Roumania and the Soviet Union, which envisages a turnover of goods valued at 465 million roubles, locomotives and goods wagons for the Soviet Union constitute the main item of the Roumanian supplies, covering almost the whole of the value of them.

Publications Received

Aus Dem Reich Der Schiene. (From the Realm of the Rail.) By Karl Feiler. Vienna (Wien 1): Scholle Verlag, Buchhandlungs-Gesellschaft m.b.H., Stubenring 6. 8½ in. x 6 in. 162 pp. Illustrated. No price stated.—The main subject of this interesting book, written in German, is the early development of the Austrian railways up to the completion of the Semmering line in 1854. The story is a concise yet lively narrative, supported by numerous illustrations, mainly reproductions of documents displayed at the Museum of Railway History in Vienna. After a brief survey of the general development of land transport in Austria, there follow two chapters dealing with the early beginnings of the railway and the locomotive, and inevitably, they are concerned mostly with the story of the British railway pioneers, especially George Stephenson.

The actual story of the Austrian railways, which is taken up in Chapter IV, is linked with the biographies of the far-sighted men to whom Austria owes the conception and construction of her first railways, often in the face of prejudice and enmity. It was Franz Josef Ritter von Gerstner, Professor at Prague University, who, asked in 1808 to pronounce on the feasibility of a canal between the

Danube and the Elbe, pointed to the superiority of a tramroad (then horse-operated) to handle the heavy traffic from the salt mines in the south. The idea found favour, and his son Franz Anton, himself a professor of geometry, became the Chief Engineer of the first Austrian railway from Budweis to Linz.

He made several journeys to England and is said to have been one of the few who did not share the then almost universal opinion that the new steam locomotives would not be suitable for gradients heavier than 1 in 200. With remarkable confidence and foresight, he gave the 40-mile rise from Budweis to Kerschbaum an almost unbroken gradient of 1 in 120, and thus became a pioneer of mountain railway construction.

However, lack of experience in railway construction and other circumstances caused the economic collapse of the undertaking and impaired the health of its Chief Engineer who died abroad at the early age of 44. His successor, Matthias Ritter von Schönerer, encouraged by the performance of the *Rocket*, effected appreciable savings by using steeper gradients of up to 1 in 46, and thus completed the first great railway on the continent of Europe.

The story of the Linz-Budweis railway is followed by that of the Kaiser Ferdinands Nordbahn, the first Austrian rail-

way initially built for steam operation. There follow the history of the Vienna-Raab Railway and, finally, that of the Semmering Railway, the first great mountain railway in the world, built by Karl von Ghega. It would be presumptuous to try to relate, in a brief review, the fascinating story which the author has presented in a fluent style, yet without any apparent sacrifice of historical truth. Railway students and historians who can read German will not wish to miss this book.

Southampton Docks Official Sailing List & Shipping Guide.

—The July, 1949, issue of this guide, now reintroduced by British Railways after an interval of nearly ten years, gives a complete list of essential information about the port of Southampton and its officials, docks, shipping companies, and services, including a tide table and calendar of arrivals and departures for the month. Mr. R. P. Biddle, Docks & Marine Manager, points out in a foreword that the port now handles 70 per cent. of United Kingdom ocean passenger traffic, and that the value of imports and exports handled at Southampton in 1947 totalled nearly £100 million. The establishment of the B.O.A.C. flying-boat terminal has also given the port the distinction of being Britain's principal marine air base.

London Transport Pumping Equipment

About 2½ million gal. of water daily are pumped out of the London Underground system

AS so much of the London Transport Executive railway system lies below the level of the main drainage system, special equipment is required to dispose of the water that accumulates, by pumping it into surface drains; at certain stations it is also necessary for sewage to be removed.

The number of pumps installed varies according to the circumstances; for example, at places where considerable sump capacity is available and the inflow is such that pumping is required only at infrequent intervals, one pump normally is sufficient. Though, where there is regularly a considerable inflow of water and flooding might result in serious consequences, such as interruption to the train service, two pumps are required, one of which is a spare for use in emergency. At certain other places, particularly in cuttings, or at tunnel portals, where heavy rainfall may suddenly increase the flow to an abnormal extent, three pumps are provided, one for dealing with the normal inflow, the second for abnormal flow, and the third if either of the other two becomes inoperative.

Alternative Current Supplies

Where circumstances require, it is the practice to provide the pumps with alternative supplies of current, so that regular pumping is unaffected by interruption to the normal current supply. Some 300 electrically-driven pumps are required, singly, or in groups of two or three, as detailed above, to deal with the inflow of water to the rail system. If possible, the pumps are arranged for automatic operation by floats, the level of the water in the sump controlling their operation; such equipment requires little attention, apart from regular inspection. In many cases the sumps to which these pumps are connected are provided with an alarm float, which operates a bell, or warning light, in the nearest signalbox, or station, if the water level in the sump rises to an abnormal height.

In a typical arrangement of pumps at one of the tube tunnel portals, sumps are

constructed under both tracks at the tunnel mouth, and these serve to catch any water that drains into the tunnel; these drain into the main sump, whence the water is pumped into the surface drains. The pump motors and all electrical gear are installed in the top section of the pump-house, so that a maximum sump capacity can be provided in the vertical shaft, without affecting the operation of the pumps. The pumps discharge their water up the vertical passage which surrounds the driving shaft connecting the pump to the motor.

Such pumphouses usually are ventilated by means of a duct, with its opening at the bottom of the shaft, and with an exhaust fan fitted near the top. Fresh air is thus drawn into the shaft, and the damp air that tends to accumulate is extracted before it can adversely affect the electrical equipment. A lifting beam, with a block and tackle, is provided in each pumphouse, so that individual pumps can be raised vertically clear of the water, or withdrawn completely for maintenance purposes.

Some of the older pumping plants have been in operation for a great many years. The existing electrically-driven pumps at Rotherhithe, which deal with all water accumulating in a track sump in the tunnel under the River Thames, have been in operation since 1915. The construction of the tunnel is such that little water enters through the tunnel lining from the bed of the river. Most of the water that has to be disposed of, percolates through the sides of the retaining walls at the ends of the tunnel at Wapping and Rotherhithe, and gravitates to the under-river sump.

The total amount of water daily pumped out of the London Underground system is approximately 2½ million gal., mostly from the sub-surface lines. Tube lines are not subject so much to the inflow of water, as they are unaffected by rainfall, except where they emerge into the open. In most tube stations, though the amount of water required to be disposed of is not great, it may accumulate in one or more sumps in different parts of the station. One pump



A typical arrangement of pumps for Underground systems

is sufficient to deal with this, but automatic operation is not practicable, as more than one sump is involved. Consequently, the operation of pumping is controlled by a member of the staff, who visits the station regularly for this purpose. Such pumps are situated in the lower escalator chamber in all modern stations.

In addition to the above fixed pumping plants, many portable pumps are always available to deal with an unforeseen accumulation of water on the system, as the result of a burst water main near railway premises, or a breakdown of normal surface drains resulting in an overflow into station premises or tracks. Portable electrical generators are available both for use in the event of a current failure, or to supply portable pumps if there is no convenient current supply available in an emergency.

Planning for the Milan Underground

IN our Swedish contemporary, *Teknisk Tidskrift*, of March 26, Mr. Stig Samuelson, a leading civil engineer, sums up the latest information available on the proposed underground railway system for Milan, referred to in brief in our October 22, 1948, issue. The city, spreading in an irregular shape over the Lombard plain, is planning for a population of over a million. Most of the urban passenger traffic is carried at present by the tramways, which have pursued a progressive policy. The envisaged growth of the city has made it necessary to look for more efficient means of mass transportation, and to project underground railways. The layout of underground railways is made difficult, from a town-planning point of view, by the irregular pattern of the road system, and from a civil engineering point of view, by the unfavourable subsoil.

Present plans envisage a "first priority" line, stretching in an arc from the north

through the town centre towards the west, bifurcating into two suburban branches. This line would have a total length of just over ten miles, including both tunnel and surface sections. A second line, to be built later, would connect north-eastern and south-eastern suburbs and would increase the total route length to nearly 14 miles, half of which would be in tunnel.

The lines would be built on the cut-and-cover method and lie as close as possible to the surface, so that there would be no room for sub-surface booking halls on an intermediate level between street and platforms. The platforms would have therefore to be of the lateral type. They would be about 400 ft. long, sufficient for 6-car trains of the type contemplated. There would be exits at either end and the minimum platform width at the centre would be 15 ft. A subway below rail level would connect the opposite platforms. The average station distance would be just

over ½ mile. An average overall speed of 28 m.p.h. is envisaged, which the Swedish expert regards as rather optimistic.

The sharpest curve would be 5 chains, at a few points; and the maximum gradient would be 1 in 33. The latest proposals for the rolling stock to be used contemplate all-motor cars of 66 ft. length, with four double-doors on either side. The distance between the bogie centres is given as 46 ft. The cars would be about 10 ft. wide. There would be small driving cabins on the right hand side at each end. Each car would have 60 seats and standing accommodation for another 140 passengers. All the four axles of all cars would be motored, and the control gear would be of the metadyne type, making it possible to regenerate part of the current used and, incidentally, to counteract excessive heat generation in the tunnels. The traction current will be d.c. of either 1,500 or 3,000 volt, with an overhead contact line on the surface sections and a top-protected bottom-contact current rail in the tunnels.

New Passenger Station in Rome

An important project begun before the war, but amended for financial reasons and now approaching completion

THE first railway to serve Rome (but not the first in Italy) was opened in 1857, in the pontificate of Pius IX, from Rome to Frascati, 15 miles, in what were then the Papal States. It was not until 1871, after Rome had become the capital of the Kingdom of Italy, that a station was opened on the site of the existing Termini Station facing the Piazza dei Cinquecento and adjoining the Baths of Diocletian. Conceived as a monument of the *Risorgimento*, it was one of the most handsome stations in Europe, and for many years capable of handling the rapidly increasing main-line and suburban traffic.

By 1905, enlargement had become imperative, and plans were drawn; work was put in hand in 1911, on the occasion of the International Exhibition in Rome, and took the form of an annexe to the main building, together with additional tracks, planned as a temporary measure. Heavy pilgrimage traffic in 1925, proclaimed a Holy Year by Pope Pius XI, necessitated re-signalling, and extensive remodelling of tracks and platforms. In 1935, increase in the number of trains, due to extensive electrification, caused the removal to other sites of inwards and outwards parcels offices and carriage cleaning installations.

Ambitious Pre-War Project

In 1938, work began on the demolition of the old and the erection on the same site of a new terminus of a grandiose and aesthetically satisfying, rather than functional, design. Its main features were the setting back of the main frontage, and consequently of buffer stops, so as to enlarge the Piazza dei Cinquecento and expose in it remains of the *Agger*, the city wall dating from the sixth century B.C.; and the relegation of all offices and station installations to lateral blocks flanking tracks and platforms, and to two storeys situated underground.

The space between the circulating area and the Piazza was to be occupied by a monumental colonnade and car park. Certain suburban traffic for which it was impossible to make provision in the main building, was to be dealt with at separate platforms in an annexe.

Work stopped in 1942, by which time a signal box with 730 levers, equipped for colour-light signalling, and the south-western lateral block on the Via Giolitti had been completed, also part of the north-eastern lateral block on the Via Marsala, and much of the tracks, platforms, and platform roofing, though not the main frontage.

In 1946, a committee of railway officers and representatives of various public bodies examined the situation in the light of changed circumstances, including the urgent need for economy. A prize was offered for the best design which should:—

(a) Lengthen tracks, which were too short in the 1938 design.

(b) Place the main station installations (and railway offices on upper floors) in a building fronting the Piazza, but with better access to the Metropolitan railway; the restriction in the 1938 design of installations to lateral buildings and basements would have caused congestion and inconvenience to all concerned.

(c) Incorporate the lateral blocks, and use as much material as possible of the 1938 plan.

(d) Reduce the area of the Piazza, but leave the *Agger* free.

(e) Avoid demolition, as proposed in the 1938 plan, of residential property, at the time of an acute housing shortage.

Of forty designs submitted two were adjudged equal winners, and their authors evolved the joint plan which has been adopted. This effects a saving of about half of the one-and-a-half-million sterling demanded by the 1938 design. It provides for a main block, fronting the Piazza, in the same style as that of the lateral blocks, 750 ft. long and 90 ft. high, containing offices on five upper floors, and various installations for handling passenger traffic, which remain at ground level.

In front of this main block project two lower structures, the smaller, to the north-east, containing a restaurant, and the larger, to the south-west, a booking hall, reservation office, post office, shops, etc. The gap between the two projecting structures is being left to expose the *Agger*. In front of the larger block will be a covered approach and park for road vehicles, separated from the booking hall by a colonnade of 33 pillars.

The space between the main block and the circulating area forms a gallery, 750 ft. long, with direct access at either end to the Via Giolitti and the Via Marsala. The main and lateral blocks are of warm coloured travertine stone. A remarkable banded effect is attained by the grouping of windows in the central and lateral blocks. Central heating, air-conditioning, electric lifts, escalators, electric clocks, illuminated signs, and amplifying equipment, are of the latest designs.

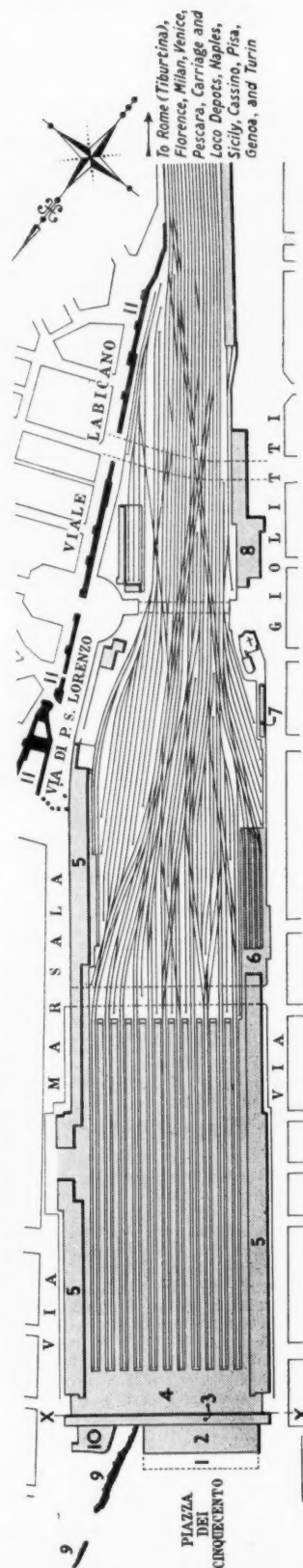
There are 22 platform faces served by an equal number of roads, which have been lengthened 170 ft. and can accommodate the longest trains on the system; in addition, the platforms and roads in the annexe for local trains have been retained. A feature of the track layout is that the six double lines converging on Roma Termini station run parallel, but separate, to within a short distance of the platforms. All services are electrically worked.

Rome Termini handles the bulk of the main-line suburban, and all long-distance traffic in and out of Rome, including through services to Paris and Calais (via the Mont Cenis), to Ostend (via the Gotthard and Luxembourg), to Copenhagen and Stockholm (via the Gotthard, Frankfurt and Hamburg), to Munich (via the Brenner), to Vienna and Warsaw (via Venice, Villach, and Semmering), and to Palermo and Syracuse (via the Messina train ferry). Arrivals and departures total some 400 trains daily between 1 a.m. and 5 a.m.

The station is expected to be completed in time for the heavy traffic of the Holy Year, 1950.

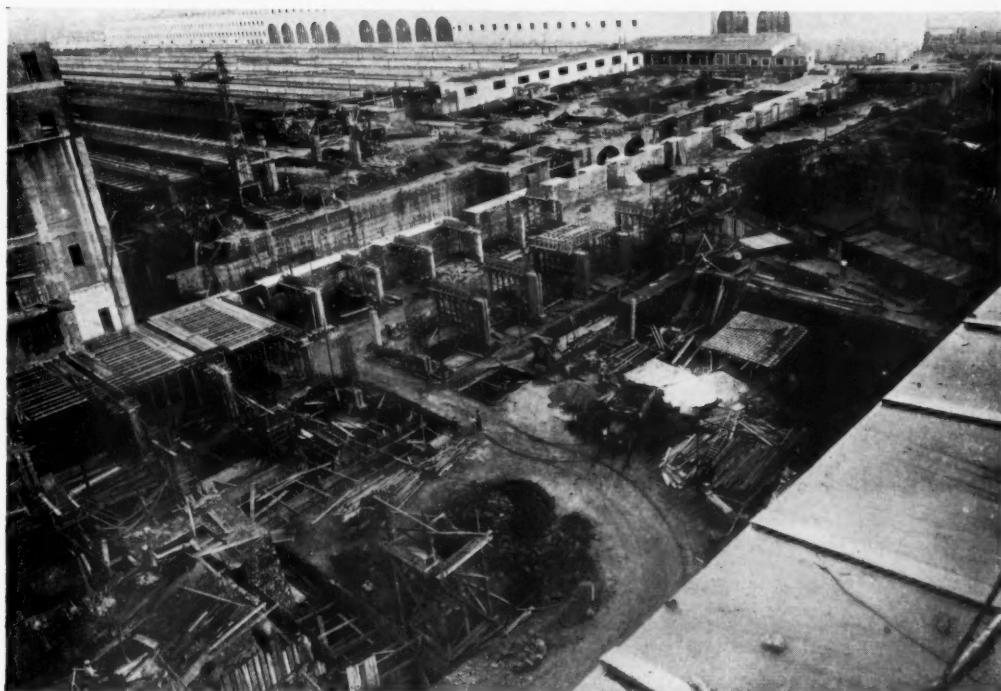
Figures in the accompanying diagram relate to the following:—

1. Covered vehicle approach and park
2. Booking hall and passenger entrance
3. Main building (offices in upper storeys)
4. Circulating area
5. Lateral blocks
6. Suburban platforms
7. Electric signal box
8. Central heating plant
9. *Agger* (remains of city wall)
10. Cafe-restaurant
11. Roman walls
- XX Facade in 1938 plan

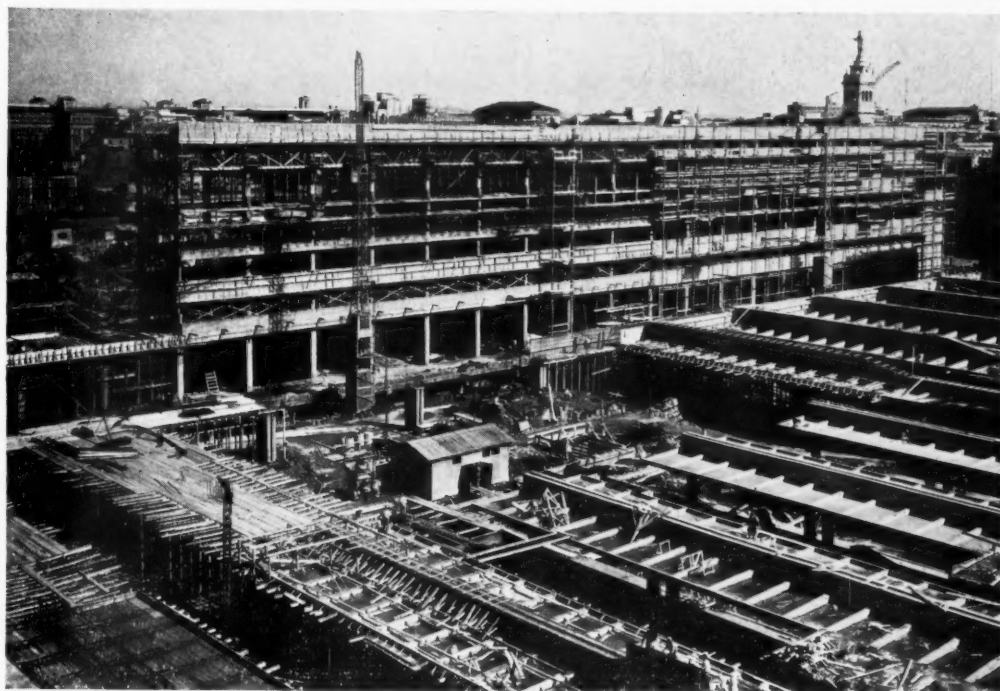


New layout of Rome Termini Station (for explanation of figures, see text)

New Passenger Station in Rome



Preparations for lengthening original platforms, October, 1948



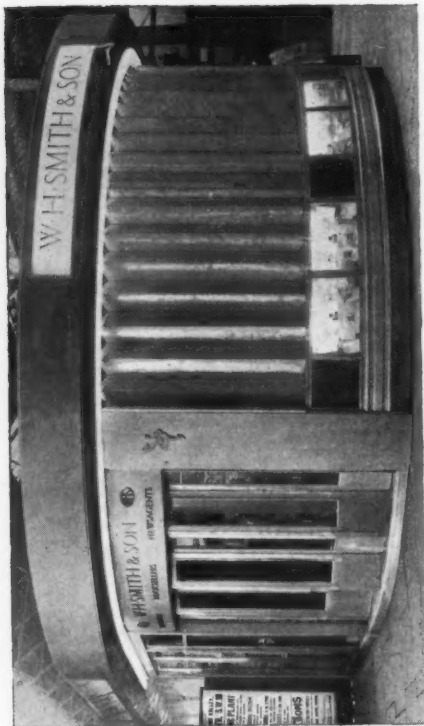
Rear of new station building, showing platforms under construction, May, 1949

Aluminium Bookstall at Marylebone

(See article on page 133)



The special book section, entrance to store and office, and staggered poster panels



The bookstall with the aluminium shutters and glazed folding doors closed



The magazine and newspaper counter of the bookstall, showing the illuminated showcases on the counter front and the aluminium fascia with Perspex panels and plastic lettering, and illuminated from behind by fluorescent lighting which is reflected on to the counter

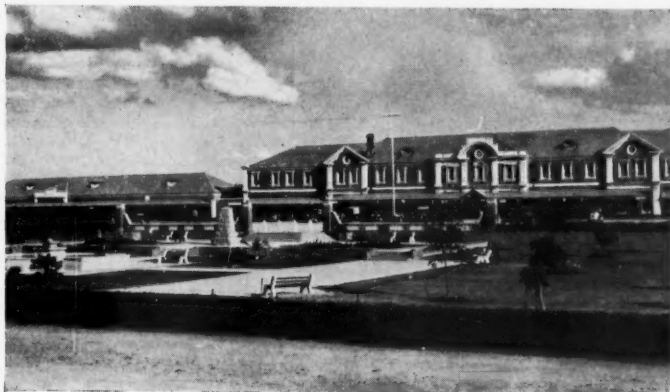


Mr. V. M. Barrington-Ward, Member of the Railway Executive, Sir Eustace J. Missenden, Chairman of the Railway Executive, Mr. A. W. Acland, Director of W. H. Smith & Son Ltd., and Mr. W. W. Capon, Stationmaster, Marylebone, at the opening of the bookstall on July 15

A Rhodesian Railway Jubilee

Outstanding progress in fifty years, but further great development necessary to cope with Rhodesian economic and political advance

By Colonel W. R. Gordon, O.B.E.



Bulawayo Station, from Metcalfe Square

THE Rhodesian Railways recently have been celebrating a jubilee. On May 1, 1899, the first train from Umtali reached Salisbury, the capital, although the official festivities marking the occasion itself did not take place until May 22. This step meant, as Cecil Rhodes said, shortly afterwards in London, that "the iron horse had reached Salisbury, whence the journey from Beira could be done in 30 hours."

Though this new link in the Rhodesian railway system was important at the time, it was by no means the first, nor was it to be the last. The penetration of the Rhodesias by the railway, and their subsequent opening up for European settlement, were accomplished from two separate directions. When the British South Africa Company occupied Mashonaland in 1890, it was realised that the 900-mile long line already proposed from Vryburg in the Northern Cape to Salisbury could be supplemented by a shorter route.

In 1891, agreement was reached with the Portuguese Government to build a line from the Pungwe River to the British border. Construction commenced from Fontesville the following year, and was completed as far as Umtali by 1898. Meanwhile the section from Fontesville to Beira was begun as a narrow-gauge line in 1895 and completed the next year. At first only 20 lb. rails were laid, but, within two years, standard rails of 3 ft. 6 in. gauge had replaced them. Though construction was much delayed by floods, it was possible by 1898 to run standard-gauge trains from Beira to Umtali. A year later, as we have seen, this was continued to Salisbury.

Meanwhile the approach was being made from the other side. By an agreement made, on the initiative of Cecil Rhodes, between the Cape Government Railways and the Bechuanaland (later to become the Rhodesian) Railways, a line was begun from Vryburg towards the Rhodesian border. Five years later trains ran into Bulawayo. Yet Salisbury and Bulawayo were still unconnected, and what is now Northern Rhodesia was without any railway at all.

Both Rhodes and his successors realised that railways were essential if the country were to be developed. Only eight days after the celebrations at the opening of the Umtali section—festivities which lasted

three days, during which all banks and shops were closed—the first sod of the Gwelo extension was turned. At the ceremony to commemorate this further expansion, hopes were expressed that Rhodesians "would no longer look to the coast at Cape Town for places of resort but would find a handier and possibly even more beautiful resort on the shores of Lake Tanganyika."

These hopes have not yet been realised. There is still no rail link between Rhodesia and Lake Tanganyika, though recent surveys have revealed an economic need for such a line in the opening-up of Central Africa. Nevertheless, at the turn of the century, development work was pressed on with energy. In 1899 surveys were made for lines to the Victoria Falls and West Nicholson, en route to Beit Bridge. By 1902 the Salisbury and Bulawayo link was completed. Two years later the line had reached the Victoria Falls and, in 1905, on the occasion of the visit of the British Association, the bridge over the Zambesi River was opened. In another four years the railway had reached the Congo border in Northern Rhodesia. Including the Beira Railway, the capital cost had been £26,000,000.

Today, besides a length of over 2,700 miles of railway in Southern and Northern Rhodesia, Bechuanaland, and the Union of

South Africa, the Rhodesian Railways operate road services over 2,230 miles in length. During the four years 1944-47, while the railway route mileage remained constant at 2,711, train mileage on the system declined from 9,110,000 to 8,858,000 in the last year of this period. In 1946 it was half a million train-miles lower still. Passengers, however, rose during the four years from 2,490,000 to 2,880,000. Concurrently, goods carried fell from 4,660,000 to 4,550,000 tons. The total earnings of the railway amounted to nearly £8,000,000 in 1947, as compared with half a million pounds less in 1944; they barely exceeded £7,000,000 in 1945 and 1946. Gross operating expenses, which were £4,250,000 in 1944, had increased to £6,000,000 by 1947. During the same period nett revenue dropped from £3,260,000 at the beginning to £1,950,000 at the end.

Traffic Congestion

Since the war traffic congestion has taxed the Rhodesian Railways to the utmost. This has been caused by shortage of both motive power and rolling stock, as well as by the large quantity of goods entering the country, both a backlog of requirements unable to be imported during the war and of material required for the post-war development of the expanding population and its growing needs. In February, 1949, shortage of locomotives and crews, particularly at Bulawayo, reduced chrome loadings to such an extent as, for a short time, to stop the Gwelo and Salisbury branch lines. At the end of the same month, there were 100,000 tons of traffic awaiting movement from Beira, with 30,000 tons still afloat in ships unable to discharge. Although the proportions had altered by March, the overall situation was no better. With motive power at a premium, it is satisfactory to be able to report that there were only four engine failures over the whole Rhodesian railway system in February this year, and those occurred at over 200,000 engine miles per failure. During the same month the miles per day per locomotive were 144.31, a slight improvement on the January figure.

To relieve the locomotive shortage some sixty 15th class Beyer-Garratt engines have been ordered since the war. Of these 10 were placed in service during 1947 and 1948, and 20 are now being assembled or are en route from England. There will be another 15 available this year, and, early in 1950, a further 15 are expected to go into service.

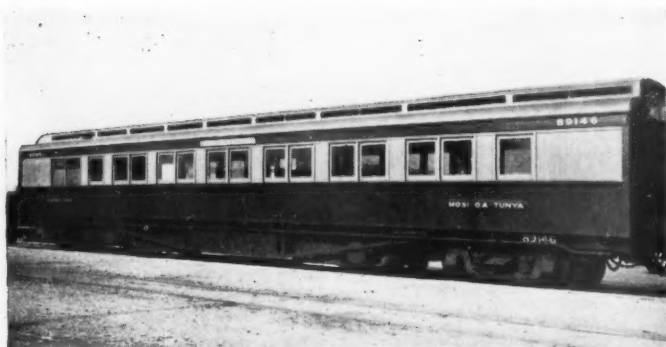
In March this year there were two serious washaways, one at Pengwe in the Beira district and another at Lukosi near Bulawayo, but despite these petrol brought



Bulawayo Station soon after its opening in 1897

Photo

(Curator, South African Railways Museum)



Unit of twin dining car set named "Mosi-ou-Tunya" ("the smoke which thunders"), the native term for the Victoria Falls

up from the coast during the month amounted to 2,100,000 gal., exceeding the February figure by 115,000 gal. Coal and coke from Wankie, at 152,000 tons, was greater than the February tonnage by 2,500 tons. Copper moved amounted to nearly 40,000 tons. By arrangement between the railways and the copper mines

all the copper production will be transported over the system, at agreed rates, until September 30, 1956.

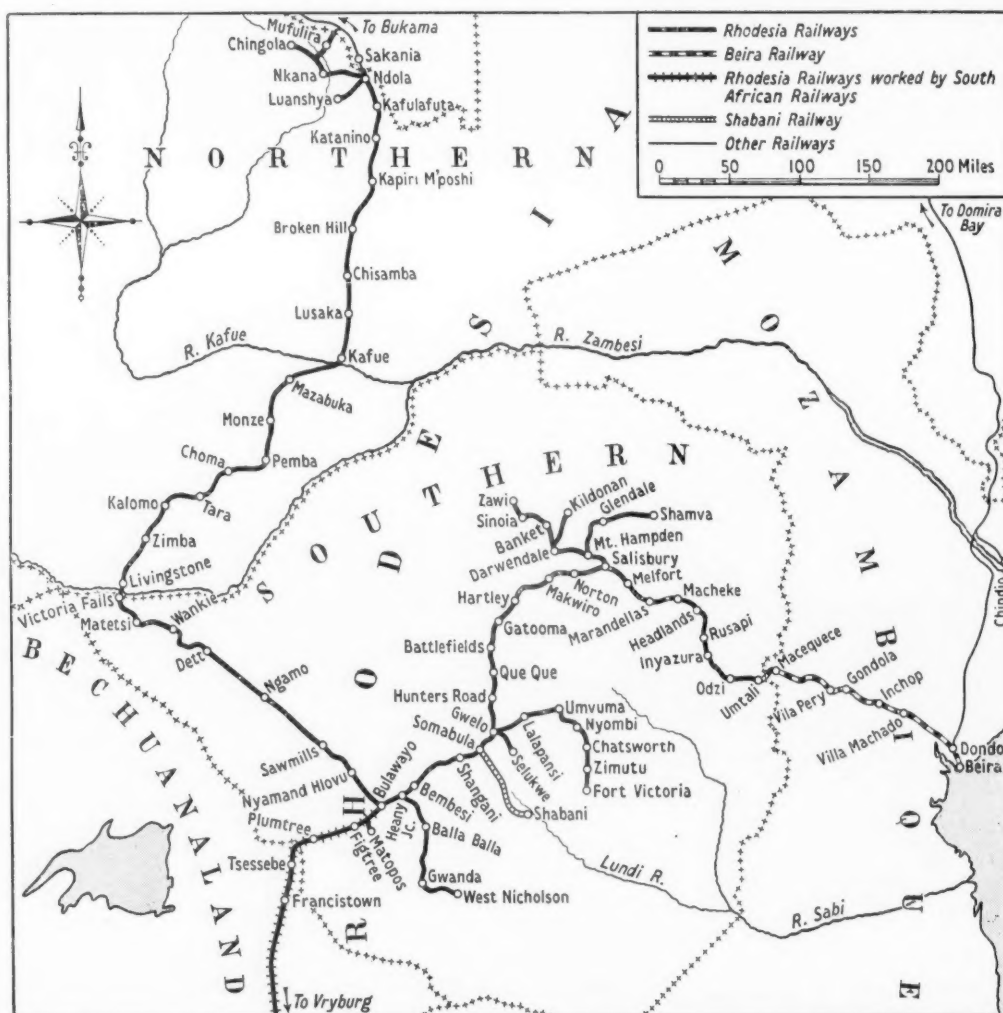
The Road Services which were begun in 1927, operated under a government subsidy until 1930 and with the support of the Beit Trustees up to 1934. By 1939, however, the railways were losing £50,000

per year on their road system, because of competition from firms employing non-European drivers, running no scheduled services and offering no set tariffs but operating only when pay loads offered. By 1948 the Railway Road Services operated 63 vehicles, which ran 1,250,000 miles in the year, carrying 105,000 passengers and 150,000 tons of goods.

Traffic Growth

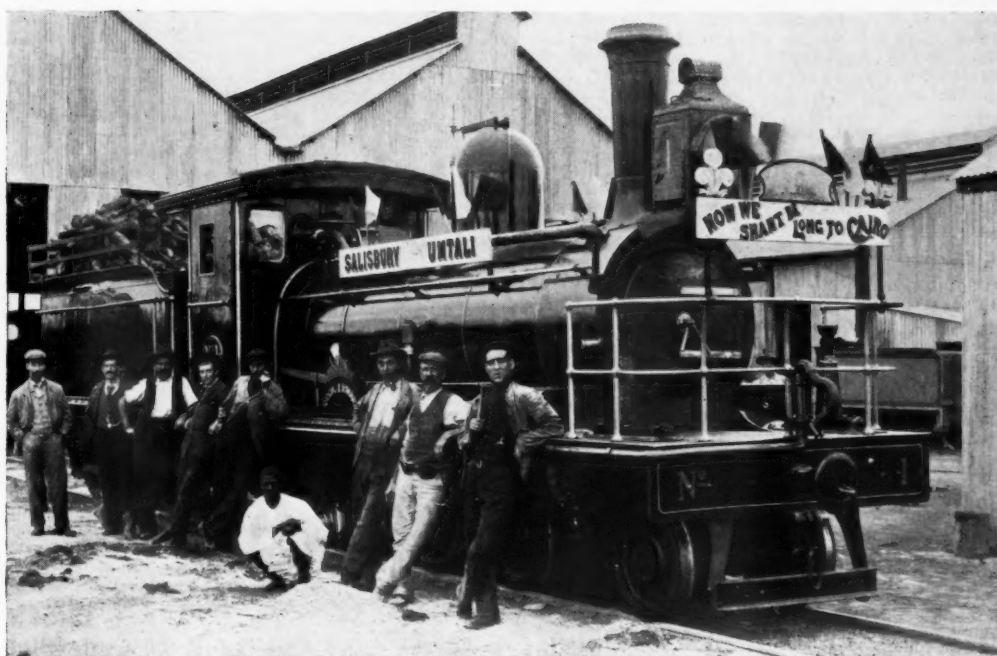
The growth of railway traffic is well shown by the results of the Shabani branch line, opened largely to develop the well-known asbestos mine. Before the railways came all goods and passengers were conveyed by 400 wagons and 7,000 oxen continually on the road. In the first 4½ months from the opening of the line, which cost £5,000 per mile to construct in 1928, the general tonnage conveyed was 19,000, with 67 head of cattle. By 1947, yearly traffic had risen to 101,000 tons and nearly 7,000 cattle.

Southern Rhodesian development is hampered by lack of a nationally-owned port. The existing alternatives are Beira in Portuguese East Africa, or Port Elizabeth and other ports in the Union of South Africa. This situation is likely to be aggravated in the near future, for the



The Rhodesian railway system

A Rhodesian Railway Jubilee



Locomotive No. 1, "Cecil J. Rhodes," at Umtali shed before hauling the first train from Umtali to Salisbury in May, 1899

Photo]

[Southern Rhodesian Government Archives



Royal train headed by Beyer-Garratt Class "E" locomotives conveying the King and Queen on their South African and Rhodesian tour in 1946. View taken at Hartley, Southern Rhodesia

Rhodesian Railways, which were nationalised in 1947, will cease from October next to operate the Umtali-Beira line. From then the Mozambique Railways & Harbours will take over the ownership of the port of Beira and operate the line themselves.

This event may focus attention once again on the proposed Matetsi-Gobabis line to Walvis Bay in South-West Africa, which was described in *The Railway Gazette* for February 6, 1948. This 549-mile route, surveyed by Mr. J. L. S. Jeffares in 1930 and 1931, led through Southern Rhodesia, Bechuanaland, and South-West Africa, westward to the Atlantic.

Another suggested route lies along the 17 degree north parallel of latitude to the mouth of the Kunene River, 400 miles north of Walvis Bay. At the time of the survey close on twenty years ago, the cost of construction was estimated at close on £3,500,000. Steel requirements were reckoned at 123,000 tons. Traffic was estimated at 700,000 tons yearly from Southern Rhodesia, in cattle, coal, chrome, and asbestos. From Bechuanaland it was estimated a further 140,000 tons of cattle, timber, and mopani could be expected.

Difficulty of Desert Line

The main difficulty in both laying and maintaining such a line would be lack of water. A large part of the route, *via* Botletle River, Eersterust, and Sandfontein, lies right across the Kalahari desert. Also, with the rapid decline in the coal bunker market throughout the world, it is questionable how much of the hoped-for coal exports by this route could be sustained over a long period. Construction would be comparatively cheap, and was estimated to take three years. The operating costs were reckoned, in 1932, as £400,000 yearly and could be met by one train load of 700 tons each way daily.

One suggestion made was that if oil from coal were produced at Wankie—an

oft-mooted idea—diesel locomotives might prove profitable on this proposed line. If such a plan were to be carried out, it would be necessary first to seek agreement with the South African Railways. To Rhodesia, the main advantage would be a port within the confines of the Commonwealth, only 1,500 miles or three days in all from Salisbury, which it would put on a par with Cape Town, from the viewpoint of combined sea and rail transport.

East African Link

Yet another possibility, which political events in the Union might make attractive to Rhodesians, is the linking up with Kenya and Tanganyika to the north. A route from K'mposhi, Mpika and Abercorn in Northern Rhodesia *via* Mbeya, Njombe, Liwali to Mtwara on the Indian Ocean, would provide an outlet not only for the copper belt but also for the ground-nut scheme. The distance from K'mposhi to Mtwara is about 1,000 miles, the shortest of all the routes to the sea from the copper belt, except the once-proposed Sinoia cut *via* Salisbury to Beira. It is strange that the Rhodesian Railways have never adopted either this scheme or the other alternative short-cut to the ocean, a line *via* West Nicholson and Beit Bridge, either to Union ports or to Lourenço Marques. The Commission which studied this question pronounced against both these apparently promising projects. However, although the northern route would be dependent on the open use of the Suez Canal at all times, the railway to Mtwara, or to any suitable British East African port, would traverse territory directly under control of the British Colonial Office. This may be an important point within the next few years.

Although Cecil Rhodes, whose concepts and achievements receive far too little attention these days, would be proud of the progress made by the Rhodesian Railways in opening up the country that to-

day bears his name, he would feel, perhaps, that development in the last half-century had not gone far or fast enough. Certainly, with his strong advocacy of an "all-red" route from the Cape to Cairo, he would miss the link from N'dola northward.

If, out of the two Rhodesias and the surrounding territories, there is to be born a new Central African Dominion, there is urgent need for the closest attention to be paid and action to be taken in developing its communications with the outer world. Expansion in these directions may well be the future of the Rhodesian Railways during the next half-century.

TWENTIETH EXIDE SERVICE AGENTS CONVENTION—Something like 600 delegates and guests were present at the Exide Service Agents Convention held recently in Blackpool. Mr. H. V. Schofield, Sales Director of the Exide Company, welcomed the delegates at the opening meeting, which was attended by Alderman A. Salisbury, Mayor of Blackpool, who made an appreciative reference to Exide work during the war. In his address Mr. Schofield emphasised the need for developing the idea of service in the true meaning of the word. He also deplored the present position of the country, when it was difficult to save, and when taxation took what should normally be savings available for investment to start new industries and new ventures. Later, Mr. C. G. F. Pritchett, Commercial Manager, read a paper dealing with the works angle, after which Mr. C. P. Lockton, Assistant Chief Engineer, delivered a technical paper on batteries. Mr. A. W. Browne, Chairman of the Chloride Electrical Storage Company, presided at the dinner, when the guests included the Mayor of Blackpool and Mr. W. Luff, Blackpool Transport Manager.



Goods train crossing Victoria Falls bridge into Northern Rhodesia

RAILWAY NEWS SECTION

PERSONAL

"The Railway Gazette"

Appointment of Editor

Mr. B. W. C. Cooke, formerly Assistant Editor, has been appointed Editor of *The Railway Gazette*, *Diesel Railway Traction*, and *The Railway Magazine*, in succession to Mr. J. A. Kay, whose death was recorded in our July 15 issue.

Mr. A. K. Chanda, at present Deputy High Commissioner for India in London, has been appointed Financial Commissioner of Railways, India, in succession to Mr. I. S. Puri, who has retired.

Mr. A. C. Chatterjee, Chief Operating Superintendent, Great Indian Peninsula Railway, has been appointed General Manager.

Mr. W. A. McCullough, Assistant Chief Civil Engineer, Western Australian Government Railways, has been appointed Acting Chief Civil Engineer, succeeding the late Mr. S. J. Hood. Mr. S. W. Proctor, Assistant Workshops Manager, Midland Junction, W.A.G.R., has been appointed Workshops Manager, in succession to the late Mr. W. Raynes.

Mr. K. Russell Brady has retired from the position of Assistant General Manager, Manchester Ship Canal Company, but will continue to act as its Architectural Consultant.

We regret to record the death on July 19, at the age of 80, of Sir Ernest Varvill Hiley, K.B.E., who was a member of the Royal Commission on Transport, 1928.

Mr. W. O. Skeat has been appointed Editor, Fourth World Power Conference, which takes place next year, his part-time services having been lent by the British Council until the closing of the conference.

Dr. T. W. Stewart has been appointed a Senior Assistant Medical Officer to London Transport. Dr. Stewart has had experience of general practice and industrial medical work with a number of firms, and was a Deputy-Commissioner of Medical Service, Ministry of Pensions, before joining London Transport in 1943.

Mr. L. Friedman has resigned from the board of Thomas De La Rue & Co. Ltd.

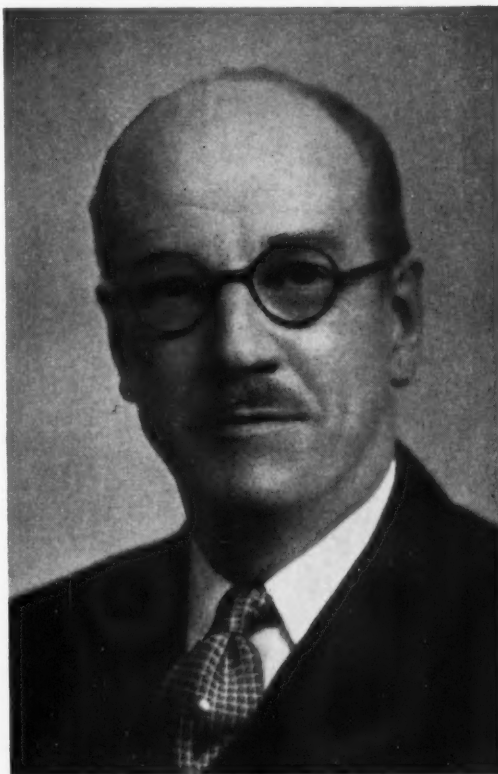
SCOTTISH REGION APPOINTMENTS

The following appointments are announced in the Motive Power Department, Scottish Region, British Railways:—

Mr. R. White, Assistant to Motive Power Superintendent, to be District Motive Power Superintendent, Ayr (H.Q. Corkerhill).

Mr. W. Dunsmuir, Assistant to Motive Power Superintendent, to be District Motive Power Superintendent, Burntisland.

Lt.-Colonel Sir Alan H. L. Mount, C.B., C.B.E., R.E. (retired), who is retiring from the position of Chief Inspecting Officer of Railways, Ministry of Transport, on July 31 next, and has been appointed Consultant to the Railway Executive on matters concerned with safety measures for British Railways, taking up his new duties on August 1, was born in 1881, and was educated at Bradfield, and at the Royal Indian Engineering College, Coopers Hill,



Lt.-Colonel Sir Alan Mount

Chief Inspecting Officer of Railways, Ministry of Transport, 1929-49; appointed Consultant to Railway Executive on safety matters

of which he was made a Fellow. He was commissioned in the Royal Engineers in 1902, and spent two years at the School of Military Engineering, Chatham, also gaining a year's practical experience in the Locomotive Department of the Midland Railway. In 1905 he proceeded to India, and was appointed an Assistant Engineer on the North Western Railway. In 1911-12 he was placed on deputation as Assistant Engineer in charge of the Delhi Durbār light railways, and was awarded the Kaisari-Hind Medal for his services in that connection. Later in 1912, as Executive Engineer, he was attached to the Town Planning Committee of New Delhi, and prepared the scheme for the terminal arrangements there. On the outbreak of war in 1914 he reverted to military duty and left for France with the Lahore Division. Later he joined the Railway Directorate on the Western Front and became an Assistant Director of Railway Construction at G.H.Q., with the temporary

rank of Lt.-Colonel; and in 1917 he was appointed Deputy Chief Construction Engineer for broad-gauge railways under the Director-General of Transportation. He was mentioned in despatches four times, and was promoted Brevet-Major in 1916. In 1917 he received from the French President the Cross of the Legion of Honour, and he was also made a C.B.E. for his services in the field. On January 1, 1920, he was appointed an Inspecting Officer of Railways in the Ministry of Transport, and in 1929 was made Chief Inspecting Officer, having retired from the Royal Engineers in 1922. He was made a C.B. in 1931, and received the honour of knighthood in the New Year Honours, 1941, for services on the Indian Pacific Locomotive Committee, of which he was Chairman, and which issued its report in 1939. Sir Alan Mount was also Chairman of the Railway Workshops Capacity Committee, 1940, which sat throughout the war, and was a member of the Railway (London Plan) Committee, 1944.

DR. C. T. NEWNHAM

A printer's error occurred on page 104 of our last week's issue, whereby the descriptive caption which should have appeared under the portrait of the late Mr. C. G. Jarrett (in place of the incomplete caption which appeared) was placed under the portrait of Dr. C. T. Newnham. It should have been indicated under the latter that Dr. Newnham has been appointed Medical Officer, Western Region, British Railways.

TRANSPORT USERS CONSULTATIVE COMMITTEES

The Minister of Transport has appointed, under the provisions of section 6 of the Transport Act, 1947, the Transport Users Consultative Committee for Scotland. As previously announced, the Chairman is Mr. Neil S. Beaton. The other members are:—Mr. A. R. Semple, the Earl of Elgin & Kincardine; Messrs. W. Mackenzie, C. M. Anderson, R. H. Murdoch, P. C. Somerville, J. Brannigan, M. Bush, T. D. Storrar, Mrs. R. G. Thomson, Mrs. I. M. McNair, Councillors W. P. Earsman, G. Mulholland, D. M. Bonner, Captain Sir Ian Bolton, Messrs. J. B. Hastie, T. F. Cameron. The Secretary of the committee is Mr. J. Reid, and its offices will be at 23, Waterloo Place, Edinburgh.

The Minister of Transport has appointed the Transport Users Consultative Committee for Wales. As previously announced, the Chairman is Lt.-Colonel H. Edmund Davies, K.C. The other members are:—Mr. J. Hodgkinson, Capt. H. Leighton Davies, Councillor W. L. Davies, Messrs. W. Clayton Russon, H. Lyn Jones, R. G. M. Street, S. Davies, Mrs. E. Darbishire, Mr. J. Highfield, Councillors T. Lloyd Williams, J. Howell, M. Selby, Professor A. Beacham, Lady Olwen Carey Evans, Messrs. H. H. Swift, E. V. Swallow. The Secretary, Mr. W. R. Davies, Queen Street, Cardiff.

Sir Walter Monckton has accepted the office of Honorary Parliamentary Counsel to the Institute of Directors.

The Minister of Civil Aviation has accepted the resignation of Lord Kershaw from the board of British South American Airways Corporation consequent on his appointment as Lord-in-Waiting.

The Road Haulage Executive announces the appointment of Mr. T. H. Bryson (formerly Managing Director of Bryson's (Motors) Limited, Glasgow), as Divisional Traffic Officer, Scottish Division.

Mr. J. A. Falconer has been appointed a Director of Thomas Tilling Limited.

Mr. C. L. Hill has resigned from the board of the Brush Electrical Engineering Co. Ltd.

Mr. R. H. Black, Manager of the Railway Department of Fraser & Chalmers, South Africa, recently arrived in Great Britain on a business visit. Mr. Black was formerly in railway service in this country, having received his training at Derby Locomotive Works. This is his first visit to England for some thirteen years.

Mr. Frederick Smith, until recently Deputy-Director of Supplies, German Section, Foreign Office, with special responsibilities, among others, for shipping and for the civil aircraft organisation in the British air lift, has resigned to join the staff of Quaker Oats Limited as Transport Executive. Mr. E. W. Matthews, that company's Transport Manager, continues in that post.

COMMANDER R. ST. JOHN

On Tuesday last a luncheon at the Dorchester Hotel, Park Lane, W.1, was given to Commander R. St. John on his retirement from the Managing Directorship of the Daimler Hire Co. Ltd. Mr. G. C. Rhodes presided, and tributes to the guest of honour were paid by Mr. S. Kennedy (Road Transport), Mr. W. N. Roberts (Railways), Mr. Tarleton Winchester (Steamship Lines), Mr. J. M. Bamford (Air Services) and Mr. Walter Pontin (Travel Agents).

We regret to record the death, at the age of 76, of Mr. Philip Arnold Anthony, C.M.G., who was General Manager & Chief Engineer, Federated Malay States Railways, 1910-24.

The Minister of Transport, in a recent Parliamentary reply, stated that the British Transport Commission proposed to set up a committee of experts, under the Chairmanship of Sir Robert Inglis, to report and make recommendations on the transport requirements of Glasgow and adjacent areas. Sir Robert Inglis was Divisional General Manager, Scottish Area, L.N.E.R., 1941-46, and from 1944 was on Government service, in charge of the Transport Division of the Control Commission for Germany (British Element).

Mr. R. C. Vaughan, C.M.G., Chairman & President, Canadian National Railways and Canadian National (West Indies) Steamships, and a Director of Trans-Canada Air Lines, is at present on a visit to Europe. He has lately been in London, and on July 22, accompanied by Mr. James B. Thom, European Manager, C.N.R., left on a visit to the company's offices and agents in Belgium, Holland and France. Mr. Vaughan was born on December 1, 1883, at Toronto, and entered railway service as a messenger with the Canadian Pacific Railway in 1898. In 1902 he joined

industrial circles, both in London and from Canada, attended, including the Hon. L. Dana Wilgress, High Commissioner for Canada, the Hon. Lionel Chevrier, Canadian Minister of Transport, the Hon. D. C. Abbott, Minister of Finance, the Hon. T. Rinfret, Chief Justice, Supreme Court of Canada, Mr. Norman Robertson, Secretary to the Canadian Cabinet and recently High Commissioner in London, and the Agents-General for Ontario, Saskatchewan, Alberta and British Columbia.

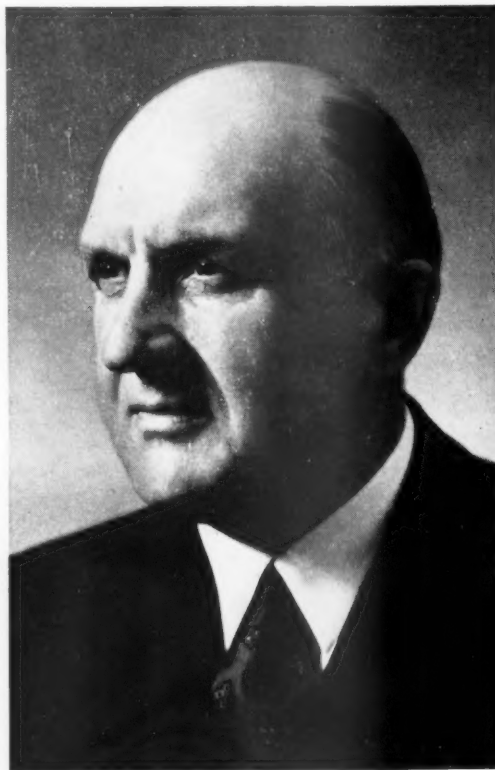
Appreciations of Mr. J. A. Kay

The following are appreciations of the late Mr. J. A. Kay, Editor of *The Railway Gazette*, 1910-49, further to those already published:—

I should like to pay a small tribute to the memory of Mr. Kay. I have been associated with him, and have had the benefit of experience and advice on publicity in connection with transport matters, for almost 30 years. His genial and whimsical manner hid from many his deep knowledge of technical journalism, and he was always anxious to help those of us whose services are overseas. His memorial will be the Transportation Club, of which he was the inspiring force, and which has been of such help in enabling those with common interests to meet and discuss common problems in congenial surroundings. Others, with a more intimate knowledge will be better able to pay a tribute to his work in raising *The Railway Gazette* to its present high standard, which makes it literally true that it is "read wherever there are railways." His passing will be mourned by many railway officials overseas. —SIR REGINALD ROBINS, Commissioner for Transport, East Africa High Commission.

I had not known Mr. Kay for nearly so many years as many railwaymen whose names are so well known in the United Kingdom, but, nevertheless, I feel I have lost a personal friend, and the Colonial railways have lost one who has always made their problems and development one of his keenest interests. —W. H. SALKIELD, General Manager, Gold Coast Government Railway.

As one in the succession of Commandants at Longmoor, I hope you will allow me to add my mite to the great volume of regret caused by the death of J. A. Kay. He was indeed our firm friend and supporter, a man long-sighted enough to realise from the beginning the potential value of the work being done there, and to appreciate the self-sacrifice of the members of the Supplementary Reserve, R.E., who often gave up their holidays to go to Longmoor for a period of strenuous work. He gave form and reality to his friendship and support by allocating to Longmoor again and yet again space in *The Railway Gazette*, which was, and is, precious. He was an ever-welcome friend of all railwaymen in and out of uniform, and I number myself among the many who will now miss him keenly. —BRIGADIER L. MANTON, Principal, School of Transport, Derby, London Midland Region, British Railways.



Mr. R. C. Vaughan

Chairman & President, Canadian National Railways, who is on a visit to Europe

the Grand Trunk Railway, and a year later entered the service of the Canadian Northern Railway, being appointed Assistant to Vice-President & General Manager in 1907. In 1918 Mr. Vaughan was made Assistant to President, Canadian National Railways & Steamships, and in 1920 became Vice-President. He was appointed President, Canadian National Railways, Central Vermont Railway, Grand Trunk Western Railroad, Canadian National (West Indies) Steamships, and Director, Trans-Canada Air Lines, in 1941; and Chairman & President, Canadian National Railways, in 1942.

RECEPTION TO MEET MR. R. C. VAUGHAN

To meet Mr. R. C. Vaughan, Chairman & President, Canadian National Railways and Canadian National (West Indies) Steamships, and Director of Trans-Canada Air Lines, Mr. James B. Thom, European Manager of the C.N.R., held a reception at the Dorchester Hotel on July 20. Representatives from Government, transport and

Aluminium Bookstall at Marylebone

The new aluminium bookstall opened by W. H. Smith & Son Limited at Marylebone Station on July 15, and referred to in our July 22 issue, is intended as a prototype for future design. It has several unique features and is believed to be the only design of its kind in the country. It has been built to replace a temporary wooden structure, and is semi-circular in shape, 25 ft. in dia. and 11 ft. high. As may be seen in the illustrations on page 126 of this issue this bookstall gives the maximum counter and display space.

The whole of the external metalwork is in natural aluminium, the fine satin finish of which has been given a protective coat of air-drying clear lacquer. The aluminium fascia carries flush-fitting opalescent Perspex panels with the full name of W. H. Smith & Son and also the familiar initials, lettered in maroon red plastic and illuminated from behind by fluorescent lighting. The light is reflected down into the magazine line from the underside of the projecting fascia canopy through fins, an innovation which adds to the attractiveness of the stall.

INTERIOR PANELLING

The interior is panelled in Australian walnut veneer on heavy-gauge aluminium sheet, with the ceiling and stanchions sprayed matt-white. The concealed fluorescent lighting gives a particularly striking appearance after dark; the electrical wiring is carried in aluminium conduit.

One of the principal features of the design is the aluminium-alloy shutters, each leaf of which is a single extrusion, thus avoiding rivetted or welded joints. During the day, these shutters slide away inside the structural columns, where they are concealed by hinged covers secured in position with turnbuckle locks.

At one end there is a separate book section where customers can examine books without being hustled by newspaper buyers at the main counter. The aluminium

folding doors to this book-display section are glazed, so that the books are still visible after the stall has closed.

The structural members are built from medium-strength aluminium-alloy plate and extruded sections. The floor is constructed from $\frac{3}{8}$ -in. aluminium alloy plate on a lattice framing and covered with $\frac{1}{4}$ -in. rubber flooring.

The bookstall has been designed to give a first class display and service to the travelling public and at the same time improved working conditions for the staff behind the counter.

The architect was Mr. H. F. Bailey, of W. H. Smith & Son Limited, and the bookstall was fabricated in the works of J. Starkie Gardner Limited, and transported to the site in sections, permitting rapid erection and little disturbance to normal business. The whole of the aluminium used in the construction was produced by the British Aluminium Co. Ltd., the stressed members are in BA.25 alloy (AW.10) and the unstressed members in commercially-pure aluminium.

Demonstration of British Railways Containers

Standard types of containers and allied methods of conveyance were demonstrated at Maidenhead (Western Region) and Cricklewood (L.M.R.) goods stations on July 21, in the presence of M. Jean Lévy, of the French National Railways, President of the International Container Bureau.

Among specialised types of container inspected was the 3-ton "A.X." for the transport of dry ice used in refrigeration. This is insulated throughout with slab cork and maintains a temperature of -110° F. Somewhat similar is the highly insulated "A.F." type for quick frozen foods and other commodities. The latter container is of timber construction, with interior casing of metal-faced ply, and it is insulated on all sides with Onazote.

Inspection was made of large and small

open and closed utility, furniture, and ventilated meat containers. An example of specialisation in design was displayed in the "B.C." type for bicycles, fitted with racks to separate bicycles in transit. About 70 machines, or 4 tons in all, can be conveyed.

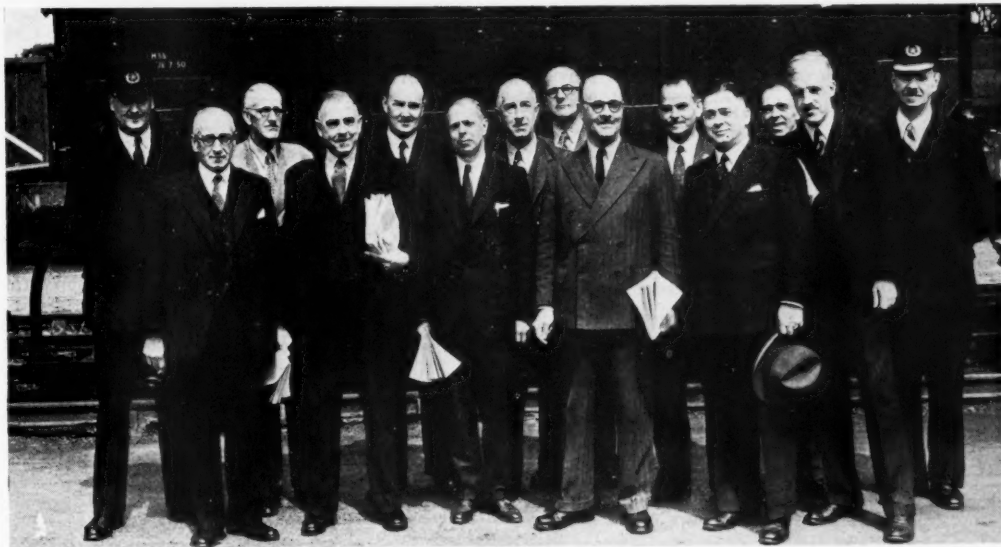
A demonstration was also given of the "L.C." $3\frac{1}{2}$ ton, or 90 cu. ft., container for cement and similar traffics, loading through a removable cover and discharging by gravity through lever-operated bottom doors, and also a prototype 3-ton container for road metal.

At Cricklewood a demonstration was given of off-loading road metal by steel skips from steel chassis. Each wagon comprises a 12-ton chassis conveying four detachable skips with a total carrying capacity of 12 tons a wagon. On arrival of the wagon, a mobile crane lifts the skips one by one, and by means of special tipping gear discharges them into road lorries. One wagon of four skips was off-loaded in 15 minutes.

Those present at the demonstrations included Messrs. A. C. B. Pickford, Executive Officer (Terminals), Railway Executive, M. A. Cameron, Principal Traffic Officer, British Transport Commission, C. E. R. Sherrington, Secretary, Railway Research Service, H. H. Starr, General Assistant to the Commercial Superintendent, Western Region, and E. Havers, District Goods Superintendent, Reading.

In welcoming M. Lévy at luncheon Mr. Pickford said that British Railways were closely studying the question of palletisation of merchandise in internal and international transit.

NEW GREEN LINE COACH MAP.—A Green Line coach map recently issued by London Transport includes a map of the whole system on a single sheet. There is also included a special inset map showing the different Green Line routes and boarding points in Central London and an index of places served with routes and service intervals.



Group taken at a British Railways container demonstration at Maidenhead, showing, front row left to right: Messrs. H. H. Starr, General Assistant to Commercial Superintendent, Western Region, S. S. Hirst, Railway Executive, C. E. R. Sherrington, Secretary, Railway Research Service, Jean Lévy, President, International Container Bureau, A. C. B. Pickford, Executive Officer, (Terminals), Railway Executive, M. A. Cameron, Principal Traffic Officer, British Transport Commission (see article above)

British Transport Commission Statistics

Summary of the principal statistics for
the four-week period ended May 22

Broadly speaking, the tables in Number 5 of *Transport Statistics* show trends for the period to May 22 similar to those revealed in the April returns, which were commented on in our July 8 issue. The Commission's staff increased by 2,404. British Railways employed 1,360 more

people, and the Hotels Executive 420, presumably in expectation of a heavy summer traffic. Road Transport (Freight) employees multiply, as undertakings are acquired by the Road Haulage Executive. Passenger traffic cannot be discussed profitably until details for the month of May

and the June period are available. Tables (2), B and C, show that freight tonnage originating and net ton miles improved materially. An increase in merchandise forwardings was satisfactory, especially in the Eastern Region. More coal and coke originated in all regions, except the Scottish, and travelled an average distance of 56 miles. Mineral traffic was also at a high level with the result that the average train load was 158 tons.

Freight train mileage was up 4.5 per cent. In the London Midland Region

STAFF

	Commission's Head Office	British Railways	London Transport	Road Transport (Freight)	Hotels & Catering	Steamship Marine & Docks	Inland Waterways	Railway Clearing House	Common Services: Commercial Adver- tisement	Total
No. of employees ...	179	636,224	101,151	35,880	16,668	26,092	5,224	675	134	822,227
Inc. or dec. ...	+3	+1,360	+9	+237	+402	+374	+25	-5	-1	+2,404

1. BRITISH TRANSPORT COMMISSION TRAFFIC RECEIPTS

	Four weeks		Inc. or dec.	Aggregate for sixteen weeks		Inc. or dec.
	To May 22, 1949	To May 16, 1948		1949	1948	
	£000	£000		£000	£000	
British Railways—						
Passengers ...	7,954	9,527	-1,573	37,075	42,136	-5,061
Parcels, etc., by passenger train ...	2,272	2,286	-14	10,642	10,877	-235
Merchandise ...	6,703	6,405	+298	32,354	33,439	-1,085
Minerals ...	2,279	2,274	+5	11,654	11,071	+583
Coal & coke ...	5,410	4,962	+448	26,594	25,201	+1,393
Livestock ...	95	70	+15	485	369	+116
	24,713	25,524	-811	118,804	123,093	-4,289
Steamships—	691	623	+68	2,789	2,607	+182
London Transport—						
Railways ...	1,135	1,141	-6	5,609	5,659	-50
Buses & coaches ...	2,507	2,537	-30	11,815	11,922	-107
Trams & trolleybuses ...	878	902	-24	4,192	4,310	-118
	4,520	4,580	-60	21,616	21,891	-275
Road Transport (Freight)—						
Freight charges, etc. ...	2,168	—	—	7,963	—	—
Inland Waterways ...	163	138	+25	774	684	+90
Hotels & Catering ...	1,081	998	+83	4,791	4,836	-45

2. BRITISH RAILWAYS

(A) Passengers Journeys Originating in the Month of April

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Ordinary fares ...	1,112,000 (-9.20)	644,000 (-8.40)	2,111,000 (+4.85)	1,086,000 (+10.67)	160,000 (-5.54)	370,000 (-4.66)	5,483,000 (+0.06)
Monthly return ...	4,528,000 (-12.19)	1,845,000 (-18.77)	7,056,000 (-14.25)	3,728,000 (-2.59)	461,000 (-31.04)	907,000 (-30.04)	18,525,000 (-12.85)
Excursion, week-end, cheap day, etc. ...	4,320,000 (+379.36)	2,160,000 (+284.08)	3,940,000 (+326.60)	1,284,000 (+319.00)	1,091,000 (+405.16)	1,219,000 (+250.98)	14,014,000 (+330.28)
Workmen ...	5,082,000 (-12.02)	1,579,000 (-19.48)	5,951,000 (-9.12)	3,221,000 (-12.04)	816,000 (-15.41)	885,000 (-10.46)	17,552,000 (-11.90)
Other descriptions ...	1,224,000 (-3.44)	831,000 (-8.45)	1,451,000 (-4.11)	720,000 (-3.18)	313,000 (-8.38)	348,000 (-13.03)	4,887,000 (-5.55)
Season tickets ...	4,049,000 (-27.08)	2,385,000 (-42.67)	12,346,000 (-12.59)	4,190,000 (-16.40)	593,000 (-31.36)	1,460,000 (-18.25)	25,023,000 (-20.56)
Total ...	20,315,000 (-2.20)	9,462,000 (-10.63)	32,855,000 (-1.49)	14,229,000 (-0.77)	3,434,000 (+6.51)	5,189,000 (-0.32)	85,484,000 (-1.27)

(B) Freight Tonnage Originating

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Merchandise ...	1,432,000 (+4.40)	808,000 (+0.04)	282,000 (+0.97)	691,000 (+26.06)	560,000 (-0.89)	600,000 (-2.88)	4,373,000 (+4.38)
Minerals ...	1,614,000 (-2.34)	741,000 (+3.02)	119,000 (+3.72)	724,000 (-1.09)	842,000 (+3.80)	686,000 (+9.41)	4,726,000 (-1.48)
Coal & coke ...	4,247,000 (+7.15)	2,104,000 (+4.45)	300,000 (+3.09)	2,220,000 (+6.27)	2,573,000 (+7.40)	1,477,000 (-1.29)	12,921,000 (+5.48)
Livestock ...	16,000 (+38.26)	12,000 (+54.32)	3,000 (+12.50)	11,000 (+17.02)	5,000 (-18.64)	29,000 (+17.14)	76,000 (+22.33)
Total ...	7,309,000 (+4.42)	3,665,000 (+3.27)	704,000 (+2.37)	3,646,000 (+7.92)	3,980,000 (+5.35)	2,792,000 (+0.94)	22,096,000 (+4.43)

(C) Net Ton Miles

	Region							Total
	London	Midland	Western	Southern	Eastern	North Eastern	Scottish	
	Per cent.		Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Merchandise & livestock ...	199,338,000 (+1.73)	108,585,000 (+2.38)	26,502,000 (+6.00)	90,071,000 (+24.52)	54,811,000 (+8.17)	81,844,000 (-7.16)	561,151,000 (+4.27)	
Minerals ...	136,025,000 (-2.78)	79,043,000 (+13.31)	15,178,000 (+1.27)	84,877,000 (-6.13)	32,350,000 (-0.91)	42,031,000 (+0.93)	389,504,000 (+2.02)	
Coal & coke ...	315,617,000	138,260,000 (+8.10)	27,711,000 (+15.16)	178,896,000 (+5.20)	70,981,000 (+3.26)	66,464,000 (+4.81)	797,929,000 (+8.60)	
	(+12.49)							
Total all classes of traffic ...	650,980,000 (+6.92)	325,888,000 (+7.30)	69,391,000 (+8.33)	353,844,000 (+6.32)	158,142,000 (+4.00)	190,339,000 (-1.48)	1,748,584,000 (+5.67)	

(D) Train Miles

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
<i>Coaching train miles—</i>	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
<i>Steam—</i>							
Loaded	4,053,000 (+2.11)	2,972,000 (+11.77)	1,475,000 (+9.44)	2,589,000 (+10.35)	976,000 (+2.92)	1,724,000 (+0.66)	13,789,000 (+6.20)
Empty	118,000 (—8.45)	129,000 (+2.10)	46,000 (+3.74)	94,000 (+2.88)	38,000 (+2.73)	54,000 (—13.09)	479,000 (—2.23)
Total, loaded & empty ...	4,171,000 (+1.78)	3,101,000 (+11.33)	1,521,000 (+9.26)	2,683,000 (+10.06)	1,014,000 (+2.91)	1,778,000 (+0.19)	14,268,000 (+5.90)
<i>Electric—</i>							
Loaded	429,000 (+0.50)	—	2,955,000 (+13.17)	21,000 (+2.69)	93,000 (+8.68)	—	3,498,000 (+11.26)
Empty	18,000 (—9.67)	—	63,000 (+6.56)	2,000 (+1.53)	10,000 (—9.29)	—	93,000 (+1.17)
Total, loaded & empty ...	447,000 (—0.03)	—	3,018,000 (+13.03)	23,000 (+3.38)	103,000 (+6.72)	—	3,591,000 (+10.98)
<i>Freight train miles—</i>							
Loaded	3,095,000 (+2.49)	1,785,000 (—8.99)	537,000 (+0.76)	1,727,000 (+5.89)	940,000 (+3.18)	1,409,000 (—0.59)	9,493,000 (+3.75)
Empty	576,000 (+11.10)	208,000 (+2.89)	15,000 (+25.99)	361,000 (+13.44)	228,000 (+11.42)	208,000 (+1.26)	1,596,000 (+9.26)
Total, loaded & empty ...	3,671,000 (+3.75)	1,993,000 (+8.32)	552,000 (+1.29)	2,088,000 (+7.12)	1,168,000 (+4.70)	1,617,000 (—0.36)	11,089,000 (+4.51)
<i>Total coaching and freight train miles—</i>							
Loaded	7,577,000 (+2.13)	4,757,000 (+10.67)	4,967,000 (+10.54)	4,337,000 (+10.62)	2,009,000 (+3.34)	3,133,000 (+0.09)	26,780,000 (+5.94)
Empty	712,000 (—14.62)	337,000 (—2.43)	124,000 (+7.20)	457,000 (+11.11)	276,000 (+9.09)	262,000 (—1.50)	2,168,000 (+6.11)
Total, loaded & empty ...	8,289,000 (+2.55)	5,094,000 (+10.13)	5,091,000 (+10.50)	4,794,000 (+8.73)	2,285,000 (+3.98)	3,395,000 (—0.07)	28,948,000 (+5.96)

(E) Freight Train Miles per Train Hour

Region												Total	
London Midland		Western		Southern		Eastern		North Eastern		Scottish			
1949 7-22	1948 7-40	1949 9-72	1948 9-59	1949 8-92	1948 9-02	1949 8-62	1948 8-28	1949 10-99	1948 10-39	1949 10-26	1948 10-10	1949 8-65	1948 8-60

(F) Locomotive Coal Consumption

(7) ECONOMIC COST COMPARISON															
		Region										Total			
		London Midland		Western		Southern		Eastern		North Eastern				Scottish	
Tonnage consumed	...	348,000	Per cent.	177,000	Per cent.	75,000	Per cent.	200,000	Per cent.	89,000	Per cent.	162,000	Per cent.	1,051,000	Per cent.
Lb. per engine mile	...	64.43	(+2.44)	51.88	(+11.88)	55.13	(+9.42)	64.56	(+3.63)	61.86	(+0.53)	69.92	(-3.79)	61.73	(+3.41)
			(-2.07)		(+3.43)		(+4.39)		(+0.32)		(-1.10)		(-2.73)		(-0.68)

(G) Rolling Stock Position

	Operating stock	Number under repair	Serviceable stock	Serviceable stock in 1948
Locomotives	19,494	3,521	15,973	16,290
Coaching vehicles	55,734	5,060	50,674	49,955
Freight wagons	1,156,322	107,443	1,048,879	1,070,749

3. INLAND WATERWAYS

Tonnage of traffic and ton-miles

	Tonnage	Per cent.	Ton-miles	Per cent.
General merchandise	324,000	(+11.07)	6,151,000	(+1.22)
Liquids in bulk	145,000	(-0.17)	3,483,000	(+17.40)
Coal, coke, patent fuel & peat	458,000	(+7.87)	6,643,000	(+8.06)
Total	927,000	(+7.66)	16,277,000	(+7.15)

4. LONDON TRANSPORT

(A) Passenger Journeys Originating

	Number	Per cent.
Railways	50,990,000	(+ 0.20)
Buses & coaches	218,815,000	(- 0.64)
Trams & trolleybuses	95,177,000	(- 2.08)
Total	364,982,000	(- 0.90)

(B) Rail and Road Car Miles

	Miles	Per cent.
Railways	18,223,000	(+5.52)
Buses & coaches	24,514,000	(+2.87)
Trams & trolleybuses	8,685,000	(-0.54)
Total	51,422,000	(+3.19)

Parliamentary Notes

British Transport Commission Bill

The British Transport Commission Bill was read the third time with amendments in the House of Lords on July 13. Further amendments were then made and the Bill was passed. The Lords' amendments to the Bill were considered by the House of Commons on July 18 and agreed.

Rhodesia Railways Limited (Pension Schemes & Contracts) Bill

The Rhodesia Railways Limited (Pension Schemes & Contracts) Bill was read the third time and passed in the House of Lords on July 12.

In the House of Commons on July 22, Major James Milner (Chairman of Ways & Means) moved that in the case of this Bill, Standing Order 198 (Notice of Second Reading) be suspended, and that the Bill be read a second time. He said the Bill made provision for the transfer of certain pensions and contracts consequent on the transfer of the undertaking of the Rhodesia Railways Limited to a body to be constituted by a statute of the Legislature of Southern Rhodesia. Its progress in the House of Lords had been retarded, since the promoters had had to await the passing of a statute by the Southern Rhodesia Legislature, which had not finally taken place until last June. He was informed that it would be a considerable convenience if the Bill could pass all its stages before the summer adjournment. If the House was good enough to agree to the second reading that day, he hoped to move a motion at the expiry of the petitioning time to enable the Bill to be considered in committee forthwith, as no petitions had been presented against the Bill. The motion was agreed to, and the Bill read a second time.

Argentine Railway Pensioners

Mr. J. L. Williams (Glasgow, Kelvin-grove—Lab.), on the motion for the adjournment of the House of Commons on July 20, raised a question concerning 300 to 400 persons in this country formerly employed on railways in Argentina, or their widows, normally in receipt of pensions. He said that last February, when the Argentine Government had prohibited all remittances, payment of those pensions had ceased and the pensioners had been placed in a serious position, especially as, due to years of absence from this country, the majority would not be qualified under any State pensions scheme.

Last April he had asked a question in the House about the non-payment of pensions, and later had had correspondence with the Foreign Office. He much appreciated the readiness with which the Under-Secretary had provided information, but continued delay in the resumption of payments had compelled him to raise the matter again.

Major C. P. Mayhew (Under-Secretary of State for Foreign Affairs) gave an assurance that, since the signature of the Trade & Payments Agreement, His Majesty's Embassy in Buenos Aires had been in touch with the Argentine Government on the question of pensions; and that it would not fail to do its best for those British holders of pensions who, in many cases, were in a distressing situation.

The situation arose from the original railways agreement negotiated by the railways themselves—not by His Majesty's Government—in 1947. In the course of the negotiations, Sir Montague Eddy, for

the railways, had received an oral—not written—agreement on the subject of the pensions from the Argentine authorities. In retrospect, it might perhaps have been desirable to have obtained, or tried to obtain, a more specific assurance on the point at the time, but it was easy to be wise after the event, and it would undoubtedly have been difficult to obtain. Since the end of last year, none of the pensions had been paid in this country. Remittances had not been allowed for any of the payments. They had hoped to clear up the position during the projected visit of Señor Miranda to this country, but he had relinquished office, and it had not been until the Trade & Payments Agreement had begun to be negotiated last February that it had become possible to make headway on the general problem of Argentine trade restrictions, which included that of pensions.

The position, now, he was glad to say, definitely appeared to be much more promising. As a result of patient and hard negotiations, they had succeeded in reaching the signing of the Trade & Payments Agreement. Article 25 of that agreement stated: "The Argentine Government would permit without restriction, in so far as sterling exchange is available, the remittance of invisible payments, including profits, pensions, and other incomes, in favour of residents of the scheduled territories."

He could also inform the House that the Argentine Government was making arrangements to clear off, within a short period, without exchange loss, all pending remittances and all outstanding accounts.

Staff & Labour Matters

Wages Claim

During the past week the railway wages claim was overshadowed by the strike at the London Docks. The lack of progress in negotiations, following the announcement by the Minister of Labour of the composition of the Board of Conciliation, as reported in our issue of July 22, is causing unrest among railwaymen.

Despite repeated representations by the N.U.R., staff at a number of depots in Manchester have persisted in their "go-slow" tactics, and if negotiations do not begin soon, there is a danger of the working-to-rule policy spreading to other centres. The Manchester men have raised strong objection to the appointment of Sir John Forster as Chairman of the Board of Conciliation.

Sir John Forster has sat on many industrial disputes and is Chairman of the Industrial Court; he was also Chairman of the Railway Staff National Tribunal which last March rejected the N.U.R. claim for a flat-rate increase of 12s. 6d. a week.

Sir Harold Barton, a partner in a London firm of chartered accountants, was Financial Director of the National Dock Labour Corporation from 1941 to 1947, and was appointed Vice-Chairman of the Dock Labour Board in 1947. Mr. Charles Murdoch is a Member of the Scottish Gas Board, and was formerly Secretary of the Scottish T.U.C. Mr. A. J. Espley, at one time Managing Director and Vice-Chairman of Timothy Whites and Taylors, was also a member of the Savoy Hotel strike inquiry. Mr. John Brown, formerly Secretary of the Iron & Steel Trades Confederation, was a member of the Moelwyn Hughes Commission which reviewed the rates of pay and methods of working in the cotton industry.

Difficulties have arisen because the Confederation of Shipbuilding and Engineering Unions, which represents certain Railway Shopmen, has not accepted the proposals regarding the Board of Conciliation. The Confederation has stated that its representatives would be prepared to appear before a conciliation Board, and also to give evidence concerning rates of pay and conditions of service of railway shopmen, but it would not be prepared to consent to the Board making recommendations which the parties would agree to accept.

The Confederation has stated that it has no wage claim before the Railway Executive at the present time, and that if the offer of the Railway Executive to increase the rates of pay of certain lower grade workers were to be accepted, it would completely upset the balanced wage structure achieved as recently as May, 1948, after protracted negotiations between the Railway Executive, the N.U.R., and the Confederation of Shipbuilding and Engineering Unions.

In view of the attitude of the Confederation of Shipbuilding and Engineering Unions, the Minister of Labour has amended the terms of reference of the Board of Conciliation to the following:—

"To assist the Railway Executive and the railway trade unions in the consideration of the present problems relating to salaries, wages, and conditions of service in respect of the conciliation and salaried grades covered by the machinery of negotiation for railway staff, arising from recent meetings between the Railway Executive and the trade unions."

The amendment means that the considerations of the Board of Conciliation are limited to the conciliation and salaried grades covered by the Machinery of Negotiation for Railway Staff, dated 1935, whereas the original terms of reference related to the consideration of all the present proposals concerning salaries, wages, and conditions of service in the industry arising from recent meetings between the unions and the Railway Executive, which included railway shopmen.

In the House of Commons on Wednesday, July 20, Mr. W. Dobbie, Labour M.P. for Rotherham, formerly a railway shopman and a President of the N.U.R., told the Minister of Labour that the change he had made in the terms of reference of the Board of Conciliation might well precipitate a dispute in the industry. In reply to a question from Mr. Dobbie, as to why the terms of reference had been amended in view of the fact that the unions representing the majority of the railway workers, and the Railway Executive had accepted the original proposals, Mr. Isaacs said:

"The terms of reference originally proposed were drawn up in consultation with all parties represented, but it was fully understood at the time that each party was perfectly free to reach such decision regarding participation as seemed right and proper in the circumstances."

"In their letter to me, explaining why they could not accept the full terms of reference, the Confederation of Shipbuilding and Engineering Unions pointed out that the machinery of the Railway Shopmen's National Council had not been utilised. I do not find myself able to contest this view, and in the circumstances it is necessary to amend the terms of reference so as to confine the proceedings of the Board to questions relating to the conciliation and salaried grades."

"It is in respect of these workers that the constitutional machinery has been ex-

hausted, and, by appointing the Conciliation Board, I have made available to the parties an *ad hoc* piece of machinery which, I hope, will help to solve the complicated and difficult problems that confront that section in industry."

Mr. Dobbie, replying, said: "The Minister's action as well as his answer will cause disillusionment and disappointment in every grade of the railway service, which may well precipitate a dispute in the railway industry."

Mr. Isaacs then replied: "All the other parties had accepted this obligation to carry out the recommendations of the Board. If those with whom Mr. Dobbie is associated at this juncture decide they cannot take part in this movement, which will give them an opportunity of settling wages and conditions for 80 per cent. of their members, the way is still open for the other organisations to step in. It hardly lies to blame the Minister if two of the unions cannot agree on the terms of reference."

In reply to a question from Mr. C. Poole (Lichfield—Lab.), Mr. Isaacs added: "What has been done was to assist the N.U.R. to find a means of settlement outside their own conciliation machinery. The other union is standing by its own machinery. They said they want to proceed through their own organisation. They are quite willing to take part in these discussions, but would not accept as binding the awards of the Conciliation Board. The three unions, N.U.R., A.S.L.E. & F., and the R.C.A., are prepared to do that."

Mr. J. Harrison (Nottingham—Lab.) asked whether the Minister believed that the Railway Shopmen's National Council could function now that he had set up this new tribunal to go into the whole wages and conditions of the railway.

In reply, Mr. Isaacs said: "It is quite evident the unions concerned think it can function because they insisted on it being used."

The Minister's statement in the House of Commons, to the effect that the constitutional machinery so far as conciliation and salaried grades are concerned, is exhausted, is not strictly accurate. The N.U.R. claim for a flat-rate increase of 10s. a week never got beyond the first stage in the established machinery, namely, discussions between the unions and the Railways Staff Conference, the official negotiating body of the Railway Executive.

There are two further stages, the Railway Staff National Council, and, failing settlement being reached, reference to the Railway Staff National Tribunal. The N.U.R. did not wish to refer the claim to the higher stages of the machinery in view of the decision which the Railway Staff National Tribunal reached on the previous claim for 12s. 6d. a week increase for all grades.

The N.U.R. called a special delegate meeting in London on Monday, July 25, to consider the whole position, and particularly the question of the railway shopmen who are members of the N.U.R.

This meeting had before it a resolution, passed on Sunday by the Liverpool and North Wales district council of the union, instructing the executive committee of the N.U.R. to give 21 days' notice to the Minister of Labour of a dispute in the railway industry. It condemned the Minister of Labour for "manoeuvring and altering" the terms of reference of the Conciliation Board to exclude railway shopmen from the wages claim. It also stated that the appointment of Sir John Forster as Chairman was "a direct insult

to the N.U.R.," as he was Chairman of the National Wages Tribunal which turned down the 12s. 6d. claim. It is understood that the executive committee of the N.U.R. has already protested to the Minister of Labour about the terms of reference of the Conciliation Board.

After lengthy discussions the special delegate meeting of the N.U.R. decided to send a deputation, led by Mr. W. T. Potter, the President, and Mr. J. B. Figgins, the General Secretary, to see the Minister of Labour about the N.U.R. objection to the exclusion of railway shopmen from the considerations of the Conciliation Board. It is understood that the delegates took a very serious view of the alteration of the Board's terms of reference. Ten resolutions urging the introduction of "go-slow" tactics or strike action were before the conference. These resolutions remain in abeyance pending the outcome of the new approach to the Minister.

A meeting of the Cabinet was called on July 25 to consider the situation; the meeting was attended by Mr. Alfred Barnes, Minister of Transport.

Goods workers at Broad Street Station, London Midland Region, decided at a meeting on Monday, July 25, to begin working to rule as from midnight on July 25. The reason given for this action was the wages question and the action of the Minister of Labour in not including shop staff within the terms of reference of the Conciliation Board. The undermentioned depots in the Manchester Area are also working slow:—

Manchester	(Deansgate and Central)	Eastern	Region
"	(Ardwick East and West)	"	"
"	(Ducie Street)	"	"
"	(Liverpool Road)	London Midland	"
"	(Ancoats)	"	"
"	(London Road)	"	"
"	(Oldham Road)	"	"
"	(Salford)	"	"
"	(Patricroft)	"	"

The leaders of the N.U.R. were at the Ministry of Labour for more than nine hours on Tuesday, July 26, where they had discussions with Mr. Isaacs and Sir Robert Gould, Chief Industrial Commissioner. It is understood that a statement on the outcome of the representations by the union officials will be made later.

Industrial Court Award

Industrial Court Award No. 2181, dated October 14, 1948, dealt with "the claim of the employees' side of the Railway Shopmen's National Council that railway shopmen employed as 'district' men be paid an additional allowance of 4s. a week in compensation for additional expense incurred in obtaining meals and for the added inconvenience of being 'on call' from their depot at any time when work is required to be performed in their districts."

The decision of the Industrial Court was as follows:—

"6. The Court, having given careful consideration to the evidence and submissions of the parties, finds that the claim set out in the terms of reference has not been substantiated. The Court, however, is of the opinion, as was the case when Award No. 728 was made, that there is justification for the payment of a meal allowance on a daily basis to 'district' men in respect of any days on which they are required to work outside their district, and in view of the fact that an amount of 1s. 6d. a day has been determined by agreement under Minute 339 of March 20, 1944, the Court awards that a similar amount shall apply from the date indicated below. No agreed definition of a 'district' exists and the parties are recommended to commence negotiations for

the purpose of defining what shall constitute the limits of the various 'districts.' In the event of the parties being unable, within a period of three months of the date hereof, to reach agreement on this matter, either party shall be at liberty forthwith to report such failure, and the Court will after hearing the parties determine the matter in dispute."

"7. The meal allowance herein awarded shall operate from the date when all the 'districts' have been defined by Agreement or Award."

By letter dated May 31, 1949, the Joint Secretaries of the employees' side of the Council informed the Court of the failure of the parties to reach agreement on the definition of the limits of the various districts, and requested the Court to deal with the matter in accordance with the award. The parties were heard in London on June 13, 1949.

The award, which was published on June 22, 1949, reads:—

"The Court, having given careful consideration to the evidence and submissions of the parties, awards that a Railway Shopman employed as a 'district' man shall be paid a meal allowance in respect of any day when he is required to work at a point more than five miles distant from his home depot, and his usual method of obtaining a mid-day meal is thereby interfered with."

Lodging Turns Dispute

A meeting was held at York on Thursday, July 21, of the North Eastern Central Strike Committee, representing drivers and firemen employed in the North Eastern Region of British Railways. A resolution was put forward recommending that token Sunday strikes should be resumed as from July 31, August Bank Holiday weekend, in protest against extra lodging turns introduced since May 22.

The meeting decided, after discussions which lasted for more than two hours, to reject the resolution, but also decided to call on local departmental committees to refuse to negotiate with the Railway Executive on the question of lodging turns and to discontinue any new ones now operating.

The token Sunday strikes were called off on June 16, to enable the unions to negotiate with the Railway Executive; since that date, meetings have taken place between representatives of the Railway Executive and representatives of the N.U.R. and A.S.L.E. & F. at which agreement has been reached on the question of lodging turns in certain Regions.

BRITISH MACHINE TOOLS AT TORONTO TRADE FAIR.—With the active support of the Board of Trade and Ministry of Supply, an important section of the British engineering industry is to make a determined effort to extend its share of the Canadian export market, at present amounting to less than 10 per cent. of the substantial imports in their particular categories. A Canada Exhibition Committee has been formed by the Machine Tool Trades Association, the Gauge & Tool Makers Association, the Scientific Instrument Manufacturers Association, the Federation of British Hand Tool Manufacturers, the Portable Electrical Tool Manufacturers Association, the British Compressed Air Society, and the National Federation of Engineers Tool Manufacturers to plan on behalf of their members a comprehensive display of production and research at the third Canadian International Trade Fair to be held in June, 1950.

Great Northern Railway (Ireland)

Owing to the critical state of the finances of the Great Northern Railway (Ireland) the directors are faced with the task of making drastic reductions in staff and services to ensure that the company may carry on even in a limited way.

After this had been announced on July 19 by Mr. G. B. Howden, General Manager, at a meeting attended by representatives of 18 of the 21 trade unions of which workers are members, discussions on the future of the system were opened in Belfast between Mr. Howden and four Ulster directors—Sir George Clark, Sir Milne Barbour, Senator Kennedy Stewart and Mr. P. Herdman. Mr. W. B. Maginness, Northern Ireland Minister of Commerce, and Major J. A. Pone, Chairman of the Ulster Transport Authority, also attended.

A meeting of the Ulster Cabinet is considering the position this week. It may be some time, however, before its decision is announced.

FINANCIAL POSITION

In his statement on July 19, Mr. Howden said that the financial position of the G.N.R.(I.) had become acute. That such a state of affairs had been fast developing was pointed out by the Chairman at all recent meetings of the shareholders, and the actual crisis had now come.

For the first half of 1949, the total income from the working of the undertaking fell short of the expenditure involved in doing so by no less than £240,546, which was £175,000 less than for the first half of 1948.

It was estimated that for the three months of July, August and September there would be a margin of about £50,000, practically all of which would be absorbed by the deficiency in the last quarter of the year. It was also estimated that the net deficiency at the end of the year would be about £237,546. Traffic receipts were falling at the rate of about £4,000 a week.

To carry on its business the company had already had to sell, this year, £300,000 of its investments to help pay for salaries and wages and to purchase essential stores and materials. Remaining investments were all required—they were barely sufficient—to meet commitments and liabilities under law and contract, and, therefore, no funds were available to meet losses in future working. Therefore, the company could carry on its business only so long as current receipts were sufficient to cover the expense involved. It was hoped that that would be possible during July, August, and part of September, but after that the only money available would be what came in from day to day and the expenditure must not exceed that amount.

CURTAILING EXPENDITURE

In those circumstances, the company was faced with urgent need for ensuring that it could carry on, even in a limited way, and that would unfortunately involve drastic reductions in services and, therefore, in employment, a step which would be taken with the greatest reluctance. Already it had been necessary to curtail expenditure on stores and materials, and only those which could be supplied and used almost immediately were being ordered.

In fairness to all, it would be necessary to give each of the 7,500 employees, at

the end of July, notice to the effect that as from September 1, 1949, his or her contract of service would be altered, and that employment would be subject to one day's notice. After that date only such staff would be employed as was required to operate services which could be expected to yield receipts enough to cover the expenditure involved.

Notes and News

Road Passenger Executive Offices.—The Road Passenger Executive has moved its offices from 222, Marylebone Road, N.W.1, to Euston Station Central Offices (telephone: Euston 1234).

Retail Prices Index.—At June 14 last the official index figure, which measures changes in the average level of retail prices compared with the level at the base date, June 17, 1947 (taken as 100), was 111, the same as at May 17.

New Canteen at Euston.—A canteen which will cater for over 2,000 L.M.R. railwaymen at Euston headquarters was opened on July 15. A 20-min. sitting has been organised in the canteen, which has seats for 400 persons, and is adjacent to the station. Mr. V. Hilton, the L.M.R. Staff Catering Manager, is in charge of the new canteen.

C.N.R. Order for Electric Locomotives.—An order for three 1,350-h.p. electric locomotives has been placed with the Canadian General Electric Company by the Canadian National Railways. They will be used on Montreal suburban traffic, which now totals 82 trains daily in and out of Central Station. The new locomotives weigh 87 tons, are 42 ft. in length, and have a top speed of 60 m.p.h.

Institute of Transport Examinations.—For the second year in succession well over 1,000 candidates sat for the Institute of Transport examinations which were held in May. Examination centres were established in all parts of the United Kingdom, and in many places overseas, and the Forces also produced entrants, arrangements being made with Service education officers for candidates from the B.A.O.R. and M.E.L.F. to sit for the examinations at camps and aerodromes.

Southern Region Holiday Traffic.—To convey the August Bank Holiday weekend crowds expected to number over 350,000, who will be travelling from London to the Kent and South Coast and West of England resorts, the Southern Region train service is being strengthened by the addition of many extra main-line trains. Services to the Continent have been booked to capacity and seventy-eight boat trains will run from London to the Channel Ports and Southampton for the 40,000 holidaymakers travelling to the Continent and Channel Islands over the holiday period.

Closing of Stations, L.M.R.—Great Bridgeford Station, between Stafford and Norton Bridge, on the main line from Euston to the North, is to be closed to passengers on August 8, and Hurdlow Station, between Buxton and Ashbourne, is to be closed completely on August 15. The City Goods Station, London, was closed for rail traffic on July 1. It has been decided not to restore the passenger train services on the branches from Stonehouse to Nailsworth, and Dudbridge to

Stroud, which were withdrawn temporarily on June 16, 1947. Tytherington Station, on the branch from Yate to Thornbury, which was closed to passengers on June 14, 1944, was closed for parcels and passenger train merchandise traffic on August 1.

Japanese Railway Dismissals.—The Japanese State Railways are reported to have completed a programme of retrenchment, under which 94,312 workers have been dismissed in less than a month. The dismissals, strongly opposed by the rail unions, were regarded as the most critical phase of the Government programme of cutting down Government staff.

United States Railway Revenues Down.—United States railway operating revenues in June dropped 12.9 per cent. below the same 1948 month, according to the Association of American Railroads. It is estimated that freight revenue in June was 13.6 per cent. below June last year and passenger revenue was down 7.9 per cent. The revenue reports are based on figures received from 81 Class 1 railways and cover operating revenues only.

Transport of Cars to the Continent.—The Railway Executive has issued a useful 26-page booklet giving full particulars of British Railways facilities for transporting cars, motorcycles, caravans, and luggage trailers to and from the Continent and the Channel Islands. The routes covered include: Dover to Calais, Boulogne, Ostend, and Dunkerque; Folkestone-Calais; Newhaven-Dieppe; Southampton-Havre; Harwich to Antwerp, the Hook of Holland, and Esbjerg; and the Channel Islands from Southampton and Weymouth. The services include the special ferries for motor vehicles and passenger services which also convey vehicles.

Berwickshire Branch Line.—The passenger train services that were suspended on the Berwickshire Branch, Scottish Region, due to flood damage, have now been permanently withdrawn from Earlston, Gordon, Greenlaw and Marchmont, and also from Duns, via St. Boswells. Parcels and miscellaneous traffic will continue to be dealt with at the branch stations named. Connecting bus services operate between the places mentioned and Galashiels and Melrose Stations on the Edinburgh-Carlisle main line. The passenger train services have been restored to the other branch stations, namely Chirnside and Edrom, and also to Duns, via Reston.

De La Rue & Co. Ltd.—Thomas De La Rue & Co. Ltd., makers of Formica and other plastics, have declared a final ordinary dividend of 35 per cent., making 50 per cent. for the year ended April 2. The group profit, before providing for taxation, amounted to £881,992. Owing to the liquidation of the wholly-owned operating subsidiaries, the results of which are not included in the group profit of £881,992, the figure of £528,815 for last year is not a true comparison; the comparable adjusted profit would be £629,174. Taxation absorbs £566,342, against £347,521, adjusted last year. Appropriation to general reserve is again nil, and to capital reserve £141,851, which, together with the balance brought forward on that account, a final payment in respect of war damage claims, and further profits from the sale of shares in subsidiaries, has been used to provide for the excess of the cost of shares in subsidiaries liquidated over the net value of assets acquired in the

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

FOR SALE: One hand-operated Rail Traverser, 4 ft. 8½ in. gauge of rails, overall size of traverser 17 ft. 2 in. long, 13 ft. 3 in. wide, 1 ft. 9½ in. deep.—Box 410, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

DRAUGHTSMAN required for Railway Wagon Works near Johannesburg. Age between 30 and 40. Must have workshop experience and at least five years in drawing office of wagon works or railway. Capable designing underframes, bogies and bracing. Apply Box 405, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

ASSISTANT TRAFFIC MANAGER required by large industrial firm in the Midlands. Railway experience of rates and charges, shunting, wagon control, etc., essential. Knowledge also required of shipping and road transport. Superannuation scheme in operation. Applicants should be under 45 years of age. Applications stating age, details of previous experience, and salary required to: Box 404, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

liquidations (after making provision for diminution in value) and to provide against possible loss in respect of factories in the Far East. The balance of £353,773 will be carried forward on appropriation account.

Camden Goods Station Ambulance Team.—With the winning of the St. John Ambulance Brigade Championship, Camden Goods Station ambulance team, L.M.R., has passed through every competition this season without a defeat, and to celebrate this record, has received special prizes presented on behalf of the Region by Mr. G. L. Darbyshire, Chief Regional Officer, L.M.R. Camden has won the following trophies during the past ambulance season: St. John Ambulance Brigade (Dewar) Shield; Inter-Railway Challenge Shield; London Midland Region Ambulance Shield. Since its formation in 1936 Camden has won all trophies available to railway ambulance men in railway and brigade competitions.

Crown Agents for the Colonies

DRAUGHTSMAN (CIVIL ENGINEERING) required by Nigerian Government Railway, Capital Works, for one tour of 18 to 24 months in the first instance. Fixed basic salary according to age and experience between £600 and £970 a year, including expatriation pay. Outfit allowance £60. Free passages. Candidates must have had at least five years' experience in drawing office of a Civil Engineering Department of a Railway (or Consulting Engineers or Contractors with practice in railway work). Knowledge of design and construction details of civil engineering structures and railway track work is required, including ability to take off quantities, prepare estimates and draft general specifications. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/17417 (3D) on both letter and envelope. The Crown Agents cannot undertake to acknowledge all applications and will communicate only with applicants selected for further consideration.

THE EVOLUTION OF RAILWAYS. Second edition, revised and enlarged. By Charles E. Lee. Traces the germ of railways back to Babylonian times. Cloth. 8½ in. by 5½ in. 72 pp. Illustrated. 6s. By post 6s. 4d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

in 1936 Camden has won all trophies available to railway ambulance men in railway and brigade competitions.

Spanish Railway Accident.—Fourteen people were injured on July 19 when a Santiago-Vigo express ran into the back of a slow train at Arcade Station in the Province of Pontevedra in Galicia.

United Steel Companies Record Output.—During the year ended on June 30, 1949, the United Steel Companies Limited made more than 2,000,000 tons of steel ingots for the first time in its history. The actual figure was 2,042,056 tons and this is 146,000 tons better than the record made last year.

Public Day at Transportation Centre, R.E.—On Saturday, September 3, the Transportation Centre, Royal Engineers, Longmoor, Hampshire,

will be open to all visitors from 1.30 p.m. They will be able to see displays of the various technical activities of the centre, covering the military railway, port and inland waterway responsibilities of the Transportation Branch of the Royal Engineers, as well as some of the military side of the training. All railway and port employees will be particularly welcome, together with their families and friends. The nearest main-line stations are Liss and Bordon, whence military trains run to Longmoor Camp. British Railways will be announcing reduced fares for this day from stations within 60 miles of the centre. Public day will be followed by the unveiling and dedication of a stained-glass window in the Garrison Church on Sunday morning, September 4. This will form a memorial to the officers and other ranks of the Movements and Transportation Branches, R.E., who lost their lives in the war. A limited amount of

THE COUNCIL OF INDUSTRIAL DESIGN requires an Officer concerned with Railway Operating Equipment & Passenger Amenities to assist in a survey of well-designed goods for exhibition in the Festival of Britain, 1951. Essential qualifications: good general education, preferably with university degree; ability to make easy contacts at senior management level; an appreciation of the qualities of good industrial design, including the functional, aesthetic and engineering qualities; extensive knowledge of railways gained either as a railway designer (architectural and/or engineering) or through long-standing interest in railways. Starting salary £550-£670 according to qualifications. Temporary post. Write, giving particulars of age, education, qualifications, and posts held with dates, to: RECRUITMENT OFFICER, THE COUNCIL OF INDUSTRIAL DESIGN, Tilbury House, Petty France, London, S.W.1, marking envelope R.O. and enclosing addressed envelope for acknowledgment.

INTERNATIONAL RAILWAY ASSOCIATIONS. Notes on the work of the various associations concerned with International traffic, principally on the European Continent. 2s. By post 2s. 2d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

STATION DESIGN. A striking example of modern British practice at the important wayside station of Luton. Reprinted from *The Railway Gazette*, July 7, 1944. Price 1s. Post free 1s. 2d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

accommodation is available at Longmoor for single men who wish to attend both functions and stay the night. Anyone interested should make early application to Headquarters, Transportation Centre, R.E., Longmoor Camp, Liss, Hampshire.

Air Excursions to Switzerland.—Winter sports air excursions to Switzerland, at reduced fares, are to be introduced this year by British European Airways, Air France, and Swissair. The new fares show a saving of between £4 and £5 a ticket for a 23-day excursion from London, Belfast, Birmingham, Glasgow, and Manchester to Basle, Geneva, and Zürich. They will operate from September 10 to March 31. The return fare from London to Geneva and Basle will be £23 instead of £27, and to Zürich £24 instead of £28 16s. Excursionists will be permitted to break their journey for a few days in Paris.

Training Centre and Canteen at Baker Street.—A staff canteen and canteen training centre, adjacent to Baker Street Station, was opened by Lord Latham, Chairman, London Transport Executive, on July 27. Mr. A. Bull, Chief Staff & Welfare Officer, London Transport Executive, introduced Lord Latham, who gave an address, and an inspection of the premises followed. In a forthcoming issue it is hoped to make further reference to the new centre, which provides training courses for kitchen and counter assistants, cooks, prospective stewards and stewardesses, and has a modern canteen with seating accommodation for 158 persons.

Excursions to Southend-on-Sea.—The Eastern Region of British Railways commenced a new programme of Saturday evening excursion trains on July 23 which will continue until September 24 to Leigh-on-Sea, Chalkwell, Westcliff and Southend-on-Sea, at fares slightly in excess of a halfpenny a mile. From Fenchurch Street the fare for the seventy-one-and-a-half mile round journey to Southend-on-Sea is three shillings and sixpence; to Leigh-on-Sea the fare is three shillings, and to Chalkwell and Westcliff three shillings and threepence. Passengers leave Fenchurch Street at 4.20 p.m. and arrive at Southend-on-Sea (Central) at 5.34 p.m.; the return journey is made by a train leaving Southend at 10.30 p.m. Other stations served by these Saturday night excursion trains are Stepney (East),



Mr. G. L. Darbyshire, Chief Regional Officer, L.M.R., making a presentation to the Camden Goods Station Ambulance Team on July 22 (see paragraph above)

Plaistow, East Ham, Barking, Dagenham (East), Hornchurch, Upminster, West Horndon, and Laindon.

Collision near London Bridge.—Twelve passengers were slightly injured when a Southern Region electric train travelling from Tattenham Corner to Charing Cross, London, was in collision on July 24, with a light engine, when crossing points on the bridge outside London Bridge Station.

Cadder Marshalling Yard.—In the course of a report on the twelfth annual convention of the Railway Students' Association, London School of Economics & Political Science, which appeared on page 49 of our July 8 issue, reference was made to the Cadder marshalling yard of British Railways, Scottish Region. In this article the average time taken for wagons to run through the yard should have been shown as from 4 to 5 hr.

Annual Dinner of W. H. Smith & Son.—On July 16, more than 1,600 members of the staff of W. H. Smith & Son Ltd., from all parts of the country, were present at the first dinner and dance to be held by the firm since 1938. Mr. George Gwyther, Manager of the Outdoor Publicity Department, gave the toast of the firm, and emphasised the fine feeling of loyalty that pervaded the whole staff, after which the Hon. David Smith, Governing Director, proposed the toast of the staff and briefly reviewed the more important events that had taken place recently, such as the re-opening of the Paris and Brussels shops and the opening of a wholesale house in Cairo. Mr. C. V. Francis, Stoke-on-Trent, replied.

Holiday Train Arrangements, Eastern Region.—The train services planned by the Eastern Region to deal with the rush of travellers during August Bank Holiday include a total of more than 450 additional main-line trains from July 29 to August 2, inclusive. The additional trains to be run include 130 day, half-day and evening excursions at special cheap fares to East Coast holiday resorts, including such places as Felixstowe, Yarmouth, Clacton-on-Sea, and Southend. Main-line services to the North of England, to Newcastle, Leeds, Edinburgh and similar points are being considerably strengthened. Cross-country services from towns in the Midlands and the North to the East Coast are being increased and it is estimated that throughout the period a total of not less than a quarter of a million travellers will be dealt with in the Eastern Region.

Western Region Bank Holiday Services.—Arrangements to run 300 special main-line relief trains in anticipation of heavy Bank Holiday traffic have been made by British Railways, Western Region, during the weekend Friday, July 29, to Tuesday, August 2. During this period last year, over 150,000 passengers left Paddington Station, and of these, more than 35,000 travelled on Friday evening and Saturday morning. Heavy advance bookings of seats and sleeping-cars indicate that this will again be the peak travelling period. Day excursions have been arranged on Sunday, July 31, from Paddington to Bath, Bristol, and Weston-super-Mare, and to Leamington Spa, Warwick, Birmingham, and Wolverhampton. In addition, the usual cheap return tickets will be issued daily from Paddington to stations in the Thames Valley and Chiltern country. The usual arrangements whereby seats may be reserved on specified trains will operate.

Railway Stock Market

Holiday factors have further reduced Stock Exchange business, and, with selling tending to predominate, prices were inclined to recede, the trend in British Funds being the main factor. Buyers are proceeding cautiously because there seems to be a growing belief that it is impossible to judge whether there is to be another dollar crisis until September or October. Latest trade figures are not encouraging, but there is no doubt that if in the next few months there were a definite check to the downward trend in exports to the U.S.A. and other dollar areas, sentiment would benefit considerably.

Unless there is to be a revival of the previous practice of publishing figures monthly the next statement on the position of the gold and dollar reserves will not be issued until October. British Funds have lost further ground because of indications that the big institutional buyers are following a policy of "wait and see" until the autumn.

British Gas Board stock has fallen sharply again to close on 94 because of the fear of further selling now that more of this stock is about to be issued to former shareholders in gas companies. Moreover, other nationalisation stocks, and also 2½ per cent. Consols and Treasury bonds, appear to have taken their cue from the trend in Gas stock. The big 3 per cent. Transport (1978-88) has come back to 94½, Transport (1967-72) was 96½, and the 3 per cent. (1968-73) 98½.

Best feature in foreign rails, which generally remained inactive, has been a sharp advance in San Paulo to 130 on hopes that the initial repayment may be made shortly. Some expectations are that the total payout may be £150 or more; this must, however, await settlement of outstanding claims. Among Leopoldina stocks the 6½ per cent. debentures attracted and improved to 140.

The ordinary Leopoldina stock was steadier at 8½ with the preference at 27½ and the 4 per cent. debentures 92½. Leopoldina Terminal 5 per cent. debentures were 110½ and the ordinary shares 3s. 6d. It is expected that directors of the Leopoldina will issue as soon as possible an

estimate of the pay-out values for individual stocks. Payment, however, cannot be made until the deal is finally ratified by Brazil and the compensation money received.

Having special regard to the rights of the various classes of stocks, particularly the large interest arrears outstanding, a fair and equitable distribution for each class of stock must be difficult to determine. Prevailing view is that at their current market prices most of the stocks may eventually prove to be well undervalued. In the case of Leopoldina ordinary and preference it is still assumed that either the ordinary is undervalued and the preference overvalued or vice versa.

Antofagasta preference stock has receded afresh to 47½ on disappointment with the dividend and the ordinary was 6. Debt scheme hopes again drew attention to National Railway of Mexico, the 4½ per cent. bonds further improving to 15½. United of Havana 1906 debentures were 8½, Manila "A" debentures 90 and the preference shares 6s. 9d. Beira Railway bearer shares were steady during the period under review at 50s. 9d.

Road Transport shares have remained firmer, but West Riding eased to 80s. 6d. Lanes Transport were 86s. 3d. and Southdown 128s. 9d. B.E.T. stock changed hands around £1,550 pending the annual meeting.

Movements in iron and steels were small, with United Steel better at 26s. 7½d., but Firth Brown eased to 70s. 7½d., comparing with their take-over valuation of 78s. 2d. Feature in locomotive building and engineering has been a sharp advance to £6½ in Charles Roberts shares on hopes of a bonus or return of capital. G. D. Peters 5s. shares changed hands around 15s., Beyer Peacock at 18s., North British Locomotive 18s. 9d., Gloucester Wagon 43s. 9d., Birmingham Carriage 29s. 6d., and Vulcan Foundry 17s. 9d., while Wagon Repairs 5s. shares were 17s. 6d. Elsewhere, paint shares were more active, International Paint 4s. units rising to 28s. 10½d. on the 100 per cent. share bonus and Lewis Berger 4s. units were 27s. ½d. on the financial results.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date			
				Total this year	Inc. or dec. compared with 1947/48		Total	Increase or decrease		
							1948-49			
South & Central America	Antofagasta...	811	17.7.49	£ 74,570	+	£ 12,560	28	1,905,910	+	393,380
	Costa Rica ...	281	Apr., 1949	35,603	+	17,224	43	357,292	+	46,562
	Dorada ...	70	June, 1949	21,562	—	14,938	26	170,605	+	28,405
	G.W. of Brazil ...	1,083	21.5.49	19,200	—	10,600	20	755,800	—	1,200
	Inter. Ccl. Amer. ...	794	May, 1949	\$1,091,941	—	\$92,628	22	\$5,448,628	—	\$548,628
	La Guaira ...	224	June, 1949	\$95,586	—	\$20,726	23	\$651,515	+	\$11,222
	Leopoldina ...	1,902	28.5.49	43,288	+	3,864	21	965,094	—	155,382
	Nitrate ...	382	15.7.49	19,524	+	9,378	28	239,167	+	81,996
	Paraguay Cent. ...	274	15.7.49	£138,048	+	£32,479	2	£311,234	+	£67,870
	Peru Corp. ...	1,059	June, 1949	222,231	+	38,847	49	2,528,656	+	437,948
	Salvador ...	100	Apr., 1949	c182,000	—	c7,000	43	c99,755	+	c10,735
Taltal ...	154	June, 1949	11,855	+	3,085	48	111,610	+	13,820	
United of Havana ...	1,301	11.6.49	\$231,311	+	\$14,746	49	\$13,733,928	—	\$4,659,951	
Canada	Canadian National...	23,473	May, 1949	10,046,000	—	240,250	21	49,046,250	+	1,857,250
	Canadian Pacific ...	17,037	May, 1949	7,618,000	+	566,750	21	36,541,750	+	3,220,750
Various	Barsi Light* ...	202	June, 1949	24,233	+	135	10	93,414	+	12,504
	Beira ...	204	Feb., 1949	104,917	—	6,180	22	589,461	+	9,141
	Egyptian Delta ...	607	31.5.49	19,952	+	791	9	117,539	+	7,306
	Gold Coast ...	536	Apr., 1949	225,932	+	1,140	5	225,932	+	1,140
	Mid. of W. Australia ...	277	May., 1949	31,123	+	2,035	44	321,500	+	53,067
	Nigeria ...	1,900	May., 1949	405,849	+	8,949	8	845,438	—	43,716
	South Africa ...	13,347	2.7.49	1,550,193	+	164,764	13	19,457,900	+	2,042,871
	Victoria ...	4,774	Apr., 1949	1,444,898	+	47,689	43	—	—	—

* Receipts are calculated @ 1s. 6d. to the rupee